

THE North-China Herald

AND SUPREME COURT & CONSULAR GAZETTE.

VOL. XXVI. No. 732.

SHANGHAI, JUNE 17, 1881.

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LATEST MAIL DATES.

England, &c.	May 6	Hankow, &c.	June 14
San Francisco, &c.	April 30	Yokohama, &c.	" 7
Hongkong, &c.	June 12	Nagasaki, &c.	" 13
Tientsin, &c.	" 12	Foochow, &c.	" 14

Latest Mail dates in England, from China.
Hongkong, &c. Mar. 28
Shanghai, &c. " 23 Received 2nd May.

BIRTHS

On the 1st May, at No. 40, Westbourne-park-road, the wife of NICHOLAS J. HANNEN, Her Majesty's Crown Advocate at Shanghai, of a son.

On the 2nd May, at Yangtze Cottage, Carrouster, Forfarshire, N.B., Mrs. D. CAMPBELL, of a daughter.

DEATH.

At Shanghai, on the 14th inst., HENRY BROUGHAM MILLER, Barrister-at-law, aged 42 years.

PASSENGERS.

DEPARTED.

Per str. *Sin Nanxing*, for Tientsin—Messrs. Hill and MacNabb.
Per str. *Chintung*, for Tientsin—Mr. Ladage.
Per str. *Taku*, for Tientsin—Rev. and Mrs. Collins and Mr. P. Von Kehrberg.
Per str. *Kiangteen*, for Ningpo—Mrs. Grimmer, Mr. and Mrs. Gram and family.
Per str. *Appin*, for Foochow—Messrs. Mackenzie and Anton.
Per str. *Ningpo*, for Hongkong—Mr. Lindmann.
Per str. *Hiroshima Maru*, for Nagasaki—Dr. and Mrs. Ledyard and infant, Mrs. Krounsnetzoff and child, Miss Evanoff, Capt. A. V. Brown and Mr. V. Müller. For Hiogo—Mr. and Mrs. J. Riach, child and infant.
For Yokohama—Mr. Charles Capelle. For San Francisco—Rev. Mr. and Mrs. Butler and two children, Rev. Mr. and Mrs. J. H. Pyke, Masters Walker (2), two children and infant, Messrs. C. Cromie and W. White. For Liverpool—Mr. E. C. H. Dent.
Per str. *Haesan*, for Foochow—Messrs. Frankel and C. Schmidt.
Per str. *Fungshun*, for Tientsin—Mr. Schutz.

ARRIVED.

Per str. *Nestor*, from Liverpool—Miss Baldwin. From Hongkong—Mrs. Reeves.
Per str. *Appin*, from Foochow—Mr. Bolland.
Per str. *Haesan*, from Tientsin—Mr. Herendson.
Per str. *Shanghai*, from Hankow—Messrs. Evans, Daniell and Hutchings.
Per str. *Ardantienne*, from Nagasaki—Messrs. Golding and McCaslin.
Per str. *Swatow*, from Amoy—Mr. W. de St. Croix.
Per str. *Hankow*, from Hankow—Messrs. Arbuthnot, Church, Sentance and Sanson.
From Kiukiang—Miss Bushnell.
Per str. *Ningpo*, from Hongkong—Messrs. Grobin and Ramsay.
Per str. *Taku*, from Tientsin and Chefoo—Mr. and Miss Bloxsome and Mr. Baffy.
Per str. *Pautah*, from Tientsin—Mr. and Miss Kournetzoff.
Per str. *Nepaul*, from Southampton—Mr. Von Kehrberg. From Melbourne—Mr. E. Wilhelm. From Bombay—Mr. and Mrs. Ezekiel and Messrs. A. Kelly and A. Rahdman. From Hongkong—Miss B. Bobbett and Mr. Nissim.
Per str. *Kiangteen*, from Ningpo—Mr. W. M. Cooper (H.M.'s Consul at that port.)
Per str. *Glaucus*, from Amoy—Mr. Board.
Per str. *Wenchow*, from Newchwang—Mgr. Ridel.
Per str. *Haesan*, from Foochow—Dr. Christensen (Vice-Consul for Sweden and Norway at this port.)
Per str. *Yehsin*, from the wreck of the *Hankwang*—Messrs. Simpson, Brandon and Lauford.
Per str. *Tamsin*, from Ningpo—Mr. H. B. Meyer (Vice-Consul for Germany at that port.)
Per str. *Fungshun*, from Tientsin and wreck of *Hankwang*—Messrs. Robinson, Armstrong and Vanhamme.
Per str. *Pekin*, from Hankow—Mr. and Mrs. Youd, Messrs. Ringer, Crutch, Craven, Bourke, Maitland and Jerdein.

Per str. *Europe*, from Swatow and Ports—Mrs. Schultz and Mr. Hanisch.

Per str. *Tokio Maru*, from Japan—Mr. and Mrs. Wheelock, Mr. and Mrs. Wheen, Dr. Focke (H.I.G. M.'s Consul-General at Shanghai), Capt. Burnett, Messrs. H. R. Hearn and Ungler.

LEAVING.

Per str. *Ravenna*, for Southampton—Mr. and Mrs. Cooper and child, Messrs. G. Blackmore and W. R. Soames. For Brindisi—Messrs. P. Evans and R. Bourke. For Bombay—Mr. S. E. Moses. For Hongkong—Père Domingo Au Fert and servant, Messrs. T. Richards and L. Goldenberg.

METEOROLOGICAL REPORT.

Day of Month.	Barometer		Thermometer in shade.			Hygrometer at 9 A.M.		WIND.	Rain-fall in inches previous 24 hours.
	9 A.M.	Attached Therm.	Max.	Min.	Dry bulb.	Wet bulb.			
Jun 11	29.70	79.0	84.0	75.0	78.0	78.0	4	S.S.W	..
12	29.78	80.0	83.0	74.5	79.0	75.5	4	South	..
13	29.73	81.0	90.0	77.0	81.0	77.0	4	South	..
14	29.72	71.0	91.0	69.0	69.5	67.0	3	N.W.	0.20
15	29.80	73.0	78.0	70.0	72.0	68.5	2	S.W.	..
16	29.75	70.0	76.5	68.0	70.0	68.0	2	E.S.E.	0.43
17	29.76	72.0	76.0	69.5	71.0	69.5	3	E.S.E.	..

EXPLANATION.

Initials:—b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. overcast dull; r. rain; s. snow; t. thunder; z. calm. Force from 1 to 21, estimated.

This publication of the North-China Herald and Supreme Court & Consular Gazette commenced at 4.30 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, FRIDAY, JUNE 17, 1881.

To see ourselves as others see us is supposed to be highly advantageous, if not always flattering to our vanity, and we consequently feel that we are doing our duty, even if not following our inclinations, in reading the paper on "the military impotence of Great Britain" which appears in the April number of the *Nineteenth Century*. The article is written by an officer on the general staff of the Austrian army, and might, under ordinary circumstances, be taken as more or less indicative of the views of the generality of Austrian officers.

Before any one in the position of the author undertakes to write such an article he generally tries to make himself master of the subject so as to be secure against adverse criticism. On turning to the paper, therefore, one might fairly expect to find that there is much that is new and interesting to

the general reader. In reading the paper in question we find that after a few introductory remarks the author heads the first section "Great Britain as a Naval Power," and begins by telling us that from 1858 to 1868 France maintained . . . the position of first naval Power. This perhaps is new to some readers, but as he states that since the Franco-German war England has taken the opportunity to resume her natural position as first naval Power we will take no further notice of this statement. The self-complacent Briton smiles approvingly as he finds it stated that "Britain's naval and mercantile fleets stand alone in their grandeur." He reads that the tonnage of British steamers is equal to the tonnage of the steamers of all other Powers combined, and even as regards sailing vessels all the others combined have only double the tonnage of those under the British flag. He is fast coming to the conclusion that the author is about to clear the ground for his military criticisms by admitting that Britain's naval power is unquestionable, when he is brought up short by finding that the author is all the time thinking, what a deuce of a lot of merchant ships the British navy has to protect! The author seems to think that if Great Britain got rid of three-fourths of her merchant ships she would be stronger, as more men-of-war could be left for the purpose of protecting our coasts. It is true that during the last twenty years more than £10,000,000 has been laid out in coast defence, but that counts for nothing with our author except as a proof that persons in authority in England considered that the British navy was not up to the mark. He comes to the conclusion that the "United strength of other Powers is, in proportion to Great Britain, greater than ever. The time is past when she, as queen and mistress of the sea, could prescribe rules for other seafaring nations." After all, there is a ray of comfort in the fact that when our author wishes to speak disparagingly of Britain's naval strength he has to compare her not with any other Power, but with all the others combined.

When our author comes to Great Britain as a land Power he has much less difficulty with figures. Naturally enough he plunges at once into statistics. He finds that the army stationed in Great Britain amounts in number to 101,541. It is true that there are over 100,000 militia, 10,000 yeomanry, and 200,000 volunteers, but they need not be counted, as they are unfit for a regular campaign. He considers that General Collinson's calculation that England could meet an invading army a few days after landing with 50,000 troops ready for action, is too sanguine. He states that compared with the great armies of Europe, the English army, considered as an army in the field, is absolutely unorganised, and he comes to the

conclusion that an invading force of even 50,000 men could take London and Woolwich, and threaten Chatham and Portsmouth. Great Britain is in every way bound to protect Belgium, but this task alone is beyond her powers. He speaks of a French invasion of Belgium as a farce, and says that in 1832 a French army crossed the Belgian frontier on 15th November, appeared before Antwerp on the 19th, and that city capitulated on the 23rd of December. Our author would have done well to have stopped at this sentence. Possibly half of his readers have forgotten their history, but he scorns to avail himself of his opportunity. He boldly tells us in the next sentence that the fact that in 1832 the Belgians received the French as friends, while to-day they would oppose them as enemies, has but a slight bearing on the result!!! Probably when calculating the time required for a French or German army to reach London, he merely consults the railway time-tables. The difficulties which England would encounter in trying to protect her colonies are enlarged on, though it is a little amusing to find that out of seven paragraphs of proofs from history only one refers to English history, while others refer to the Cuban insurrection and the French expedition to Mexico.

He then goes on to say that England, having been convinced (either by the arguments he has adduced or by others equally cogent), that she cannot protect her colonies, has induced them to do something for their own protection. It must be admitted that he has little difficulty in showing that the armed force in many of our colonies is somewhat insignificant, especially when compared with the area, and New South Wales is the only one where he seems to consider the colonial army really worthy of respect. India is, of course, treated separately, but his remarks are concluded with the crushing argument that if European capitals were garrisoned in the same proportion to population as the British troops bear to the native population of India, there would be 483 men for Paris and 84 for Rome.

Having proved to his satisfaction the utter inability of England to hold her own in case of war, he asserts that the recognition of this fact is the key to Great Britain's foreign policy since the Crimean war.

We are somewhat astonished to find that the first argument against the introduction of universal military service into England is that its constitution is essentially aristocratic. We were under the impression that at present the aristocracy provided their fair share of military men, but as the author uses the terms, "aristocracy" and "wealthy classes" not merely as if rank and wealth often were found hand-in-hand, but as if the terms were synonymous, his knowledge of the subject is clearly shaky. But the most overwhelming argument is that the middle class of

country people, which provides the best soldiers in other countries, absolutely does not exist in England. It is of little use that we should talk of long service or short service if the material for soldiers does not exist in the country. We are bound to admit that if this argument of our author's is not true, it is unquestionably new.

If the author had asked himself what proofs he could adduce that his opinion was shared by the majority of people, he would soon have found himself confronted with the difficult question, "if Great Britain is in such a helpless condition and London lies at the mercy of any one who chooses to attack it, how comes it that alone in the world Great Britain's 3 per cent. Government stocks stand at par, and if a foreign potentate has spare cash to the amount of some £5,000,000 to put in a safe place, he can find nowhere more secure than a London Bankers?"

The last is often the best part of the sermon. That the British army is small compared with its duties we all know; that there are many weak points in its organisation has been too often pointed out by able authorities to admit of a doubt; but when an author can see nothing in a merchant navy but a source of weakness; when he looks upon dockyard fortification not as a protection but only a proof that the navy is considered useless; when he recognizes in the rich agricultural countries of south-east England nothing but granaries to feed an invading army; when he tells us that the class which supplies the best soldiers is absolutely wanting in England; and, finally, when he assumes that it makes no difference to the progress of an invading army whether its troops are received as friends or are opposed as enemies, (even though his remark is confined to Belgium) he exposes not the military impotence of Great Britain but his own ignorance and imbecility.

Summary of News.

The English mail of the 6th May arrived on the 14th June, by the P. & O. Co.'s steamer *Nepaul*.

A mail leaves to-morrow for Europe, by the P. & O. Co.'s steamer *Ravenna*.

REUTER'S TELEGRAMS.

(Via Suez.)

Supplied solely to the "N.-C. Daily News."

London, 11th June.

The rioting in the neighbourhood of Skull is subsiding.

Mr. Monk introduced a motion to the House of Commons with regard to a treaty of commerce with France, based on a reduction of duties, when the motion was carried against the Government.

15th June.

An unsuccessful attempt has been made by Fenians to blow up the Town-hall at Liverpool.

The negroes have massacred a thousand Chinese in Chili.

A gentleman who has resided in Valparaíso for many years and is now on a visit to Shanghai, informs us that the portion of the above telegram referring to the massacre of the Chinese is "a perfect mistake," inasmuch as there is not, so far as he knows, a single negro in Chili. He adds that there are not more than ten Chinese merchants in the country, and no Chinese coolies. We have heard, however, of outrages committed on Chinese lately in Peru, and the name of one country is, perhaps, inadvertently given where the other is meant.

Dr. Focke, H.I.G.M.'s Consul-General at Shanghai, returned from Japan yesterday by the M.B. Co.'s steamer *Tokio Maru*.

We hear that Mr. Kleinwächter, Commissioner of Imperial Maritime Customs at Chinkiang, is to exchange posts with Mr. Moorhead, Commissioner of Customs at Ningpo.

We understand that Mr. C. F. R. Allen, recently appointed H.M.'s Consul at Ningpo, took over charge of the Consulate on Tuesday morning. Mr. W. M. Cooper, who has just vacated that position, leaves for Home to-day by the P. & O. steamer *Ravenna*.

It will interest local Freemasons to know that W. Bro. S. Rawson presided at the quarterly Convocation of the Supreme Grand Chapter of Royal Arch Masons, held on the 4th of May at the Freemason's Hall, London. H.R.H. the Prince of Wales was declared installed again as Grand First Principal of the Order, and the Earl of Lathom and Lord De Tabley to be appointed by him Prov. Second and Third Grand Principals.

We have received the June number of *The Chinese Illustrated News*, edited by the Rev. J. M. W. Farnham, D.D. It is embellished with the usual number of good engravings and a fine map of the Western Hemisphere. It contains articles on Singapore; the political condition of Europe; Greenland; the wealth of the ocean; the Hospital at Tientsin carried on under the immediate auspices of H.E. the Viceroy of Chihli; an extract from Dr. Kerr's Medical Journal; a comic page; and four pages of news items.

On Wednesday afternoon a German subject sued a Chinaman at the Mixed Court before J. Haas, Esq., German Assessor, and Chên, the Chinese Magistrate, to recover possession of a piece of land about five *mow* in extent. It was stated that subsequently to the alleged sale the defendant leased the land to a British subject for a term of three years. As there was no documentary evidence of the sale, and no purchase-money had passed between the plaintiff and defendant, the sale could not be recognised. After hearing the evidence on both sides, the Court decided that the British subject should remain in possession of the land till the expiry of the lease, when the plaintiff in the suit should have the right to purchase the property at a valuation to be then fixed by referees.

Information was received by the Police authorities on Saturday morning from the O.S.S. Co.'s steamer *Nestor*, then lying at Woosung, that a box of treasure was missing from the Captain's cabin. It is

said that the box was stowed at Hongkong with nine others, under the settee in the Captain's room. The vessel put in at Amoy on her way up, and about 150 Chinese passengers were landed there. The box was first missed on Friday morning, and the ship was then searched by the officers of the steamer, but unsuccessfully, and the Municipal Police repeated the operation with no better fortune on Saturday. The box is supposed to have left the cabin by means of the window, as the varnish on the ledge over which it was apparently dragged was grazed. The Captain, we hear, states that he saw the box in question in his room on Thursday evening.

A few days since a Chinese opium importer residing in the French Concession sent between 160 and 170 large balls of opium, worth \$1,696, to a customer at Wusee by boat. While the boat was lying at anchor at Kwinsan, five men who claimed to be *lekin* runners boarded it, and, under the pretext that the proper taxes had not been fully paid, took possession of 84 balls of the opium, and then allowed the boat to proceed. On arrival at their destination the boatman told the owner of the occurrence, and he came down to Shanghai and informed the Municipal Police authorities. Steps were promptly taken which resulted in the recovery of 63 balls of the missing opium, and the appearance of one of the five thieves at the Mixed Court on Saturday morning to answer to a charge of piracy. The prisoner was remanded for a week, in order to give further time for the recovery of the 21 balls still missing, and the capture of his four accomplices.

Mr. J. Reid, the travelling agent of Nobel's Explosives Company, is now in Shanghai, and on Saturday last, in the presence of the native Directors and foreign employés at the Kiangnan Arsenal, an interesting experiment was made with dynamite in breaking up a massive piece of iron coming from the bottom of a furnace. A part of the block had been broken up by letting fall a block of iron upon steel wedges marked in holes bored from six to eight inches in depth. This method, however, became so tedious and expensive that the work was abandoned. The block measured 4 feet x 4 feet x 2 feet 4 inches, and weighed over ten tons. Two rows of holes had been bored 6 inches deep and 20 inches from the edge. These were filled with dynamite cartridges, with a thin train of dynamite connecting each charge so as to explode the whole simultaneously by one detonator. The result of the explosion was to cut through the block, in the centre of which another hole had been bored ready for the occasion. This was charged with dynamite, which was fired by an electric battery. The result of this explosion was to break up the mass into portable pieces, amply demonstrating the great power of the explosive used. Dynamite is said to be, beyond all question, the safest, strongest, and most economical explosive in use. It is specially prepared, and invaluable for mining, quarrying, and tunnelling operations; for blasting

in hard or soft, wet or dry rocks; for sinking shafts and wells; for railways, canal, and road cuttings—through rocks, or stiff clay; for blasting under water, and deepening docks, harbours, rivers, canals, &c.; for recovering or clearing away wrecks; for rending massive metal castings; also for clearing land of tree stumps—without requiring to stub them, and of boulder stones—without having to bore them.

At the 55th annual general meeting of the Standard Life Assurance Company, held at Edinburgh on Tuesday, the 26th of April, 1881, the following results for the year ended 15th November, 1880, were reported:—2,773 new proposals for Life Assurance were received during the year for £1,021,427 12s. 8d.; 2,252 proposals were accepted, assuring £1,436,701 9s. 3d.; the total existing assurances in force at 15th November, 1880, amounted to £19,378,482 17s. 3d., of which £1,416,383 14s. 10d. was re-assured with other offices; the claims by death which arose during the year amounted to £505,357 16s. 0d.; the annual revenue amounted at 15th November, 1880, to £809,994 7s. 11d.; the invested funds at same date amounted to £5,693,149 18s. 11d.

The tea steamer *Afghan* passed Woosung Homeward bound at 9.15 p.m. on Thursday, the 9th, and was followed by the *Breconshire* at 9.30. The Russian steamer *Petersburg*, for Odessa, also passed about the same time.

According to the *Straits Times*, that portion of the Russian squadron which we mentioned some time ago as having gone to Singapore was to leave that port the first week in June for Cronstadt.

A telegram, dated the 13th inst., was received here yesterday, stating that the s.s. *Blackhalls*, which left here on the 30th ult. for Nagasaki and Siberian ports, had gone ashore between Wladivostock and Nicolaeffsk.

The Russian transport *Nijni Novgorod* left Singapore on the 2nd instant for Wladivostock, having on board five hundred Russian prisoners for exile in Siberia. The *Nijni Novgorod* has visited Shanghai on two occasions.

Messrs. Richardson & Co., of the Tyne, (says the *L. & C. Express*) are building two steamers to the order of Messrs. Siemssen & Co., of Hongkong and Shanghai, somewhat larger than the five at present running on their line between the Colony and the Model Settlement. They are to be named the *Pekin* and the *Hongkong*. The former will be ready in June, and the latter in November next.

On the 28th April the steamship *Bothwell Castle* had her trial trip, which was in every way satisfactory, a continuous speed of over 12 knots being attained, the draught of water being 21 feet 6 inches. She has been built to the order of Messrs. Thos. Skinner and Co., of London and Glasgow, for their well-known "Castle" line of steamers to China, for which the Agents in Shanghai are Messrs. Adamson, Bell and Co. Her engines are of 300-horse power nominal, and indicate an effective power of 1,600 horses. The *Bothwell Castle* has left London for China, and is shortly expected here. The owners have given Mr. Dixon an order for a duplicate steamer.

We (China Mail) are glad to have to record the safety of the missing boat's crew of the steamer *Elgin*. Messrs. Jardine, Matheson & Co., the owners' agents here, inform us that they have received a telegram from Singapore to the effect that the second officer of the *Elgin* had reached that port in the steamer *Horseguards*. As the *Horseguards* left this port on the 3rd instant for Singapore, while the boats left the wreck of the *Elgin* at sunrise on the morning of the 30th, the crew must have suffered pretty severely. It is, however, matter for rejoicing that so comparatively small loss of life has resulted from this disaster to what might have taken place. The poor fellows in the second officer's boat must have been picked up long before H.M.S. *Lapwing* could possibly have got near them.

Messrs. MacGregor, Gow & Co.'s new steamer *Glenavon*, which arrived at the Red Buoy on Friday, is a new vessel, and a fine addition to an already magnificent line of ocean-going steamers. The *Glenavon* is close upon two thousand tons register, and is in every particular a similar vessel to the *Glenfruin*, a detailed account of whose dimensions and capacity we gave on the occasion of her first visit to this port. The owners of the "Glen" line have ordered another steamer which is intended to eclipse any vessel they now possess in every way. Her keel has been already laid, and she will probably be called the *Glenrosa*, and the tea race of next year will be at her mercy should she be ready in time, as by a clause in the contract she is required to steam sixteen knots under certain conditions before she will be taken off the hands of the builders. The new ship will be 420 feet long, and will be fitted with all the most recent improvements both in hull and machinery for facilitating navigation and the shipping and discharge of cargo.

The *China Mail* says:—Our advices from Singapore explain the apparent falling off in the run made this year by the *Glencoe* from Woosung to Singapore, as compared with her last year's passage. After leaving Woosung she had to anchor inside the Tungsha Lightship, to wait for water to cross the Bar. When she did start, she had the flood tide to steam against round the Saddles, got into a bank of fog for a few hours, and then had the wind from the East and North-East as far as the Pratas. After this the wind and sea hauled into the South-East, and a head sea came up from the South later on,—the result, no doubt, of the storm which passed over Manila and in which the *Elgin* was lost. For thirty-six hours the *Glencoe* was diving into this strong gale of head wind; and one day (as will be seen from the memoranda below) she did only some 264 miles. This satisfactorily explains the loss of 5½ hours on last year's run—only two days out of the seven showing a fair run under favourable conditions. The following jottings from the log may prove interesting:—

Tuesday, 24th May.—0.45 p.m., left the Red Buoy, Tide half ebb; 2.55 p.m., anchored inside Tungsha Lightship; 5.5 p.m., full speed ahead; 5.24 p.m., passed Tungsha Lightship; 8.54 p.m., off Saddle Light, after which had fog.

Wednesday, 25th noon, 260 miles from Red Buoy, 229 miles from Tungsha Lightship.

Thursday, 26th, noon, a run of 318 miles.

Friday, 27th, noon, a run of 322 miles.

Saturday, 28th, noon, only 264 miles—strong gale ahead for thirty-six hours.

Sunday, 29th, noon, run 308 miles—fresh head wind.

Monday, 30th, noon, run 314 miles—fresh head wind for seven hours.

Tuesday, 31st, noon, run 321 miles—fine weather, with light head wind: 85 miles from Singapore.

The following particulars concerning the new vessels for the Chinese navy are published in the mail papers:—The firm of Sir W. E. Armstrong and Co., of Elswick, have just built two remarkable vessels from designs prepared by Mr. George W. Rendel, the Elswick firm, of which Mr. Rendel is a member, undertaking the entire responsibility with regard to the hull, the engines, and the guns, as in the case of the eight gun-vessels previously supplied and known by the letters at the commencement of the Greek alphabet. In addition to the two vessels just finished, the firm are building ~~three more of the Epsilon class~~, also for the Chinese Government. ~~The two new vessels claim special notice, as exhibiting a step further in advance in providing inexpensive ships of a formidable character.~~ The Chinese authorities designate these two vessels as ram cruisers, and the title, though somewhat ambitious, may yet be justified. The vessels are provided with rams, which, like the hull, are of steel, and the coal-carrying capacity is equal to four days at full speed, or 28 days at half-speed. They are unarmoured, and the displacement is only 1,430 tons, while the speed is fully 16 knots per hour. Propulsion is given by twin screws, and the engines work up to 2,400 indicated horsepower. Instead of carrying only one gun, as in the previous vessels, these new ships carry two 26-ton 10-in. breech-loaders, and four 40-pounder breech-loaders of the new type. Each of the big guns is lodged in a species of turret, or circular splinter-proof screen, one at the bow and the other at the stern, conferring the advantage of very nearly an all-round fire. These guns take a charge of 190 lbs. of powder and fire a projectile of 400 lbs. with a velocity of 2,000 ft. per second, the penetrating power being equal to 20 in. of iron. A vessel of the same design has been built by the Elswick firm for another foreign Government, and has been lately tried at sea, the guns firing heavy charges without any damage to the vessel or the machinery. A speed of 16 knots per hour was maintained during a run of 40 knots. The two Chinese vessels are undergoing their trials this week, an official from the Admiralty being present. They will shortly be taken out to China by Chinese crews, under the command of Admiral Ting. The production of vessels capable of carrying so powerful an armament, and travelling at so high a speed, with so great a coal capacity, and yet having such limited dimensions, is a result which cannot fail to attract considerable notice.

The C.M.S.N. Co.'s steamer *Yehsin* arrived on Wednesday from the scene of the grounding of the Company's steamer

Hankwang, and brings the news that the vessel has become a total wreck. The Company's steamer *Haeting* left here on the 4th inst. for the scene of the disaster with men, pumps, and machinery for floating her. She was expected to arrive there on Monday, the 6th inst., but did not put in an appearance till Wednesday, the 8th, having been detained by fog. The engineers who had proceeded to the wreck in the *Meli* had been pumping the vessel out with bamboo pumps, and had placed a large number of casks in position to assist in floating her. The forward hold was decked over. The whole bottom had gone from the fore part of the vessel. The foremast, which had gone clear through, was raised until its base was a foot higher than it had been originally. The engine-room, which had become flooded, was pumped out, and the aperture by which the water had entered, had been repaired. Operations had been concluded on the forward compartment; all holes in the after hold had been stopped: there was only one plate more to be fixed, and the divers were about to put this on, when a gale began to blow at noon on Friday, shortly after the arrival of the *Yehsin* from Shanghai, and within twenty-four hours the vessel was practically a total loss. The wind began to blow fresh from the S.E., and this tended to drive the ill-fated steamer further on the rocks; and the wind increased so rapidly that the 150 men who were on board had hard work to get away. Some went ashore, a distance of about three-quarters of a mile, and others to the *Haeting*, *Yehsin*, and *Meli*, lying at anchor half-a-mile off. A very thick fog also prevailed for a time. When it lifted, the three steamers weighed anchor and endeavoured to enter a small bay near by. This operation was, however, only performed by the *Meli*, the other two having to lie outside all night. During the night the wind increased to "a little typhoon," blowing with the greatest force between midnight of Friday and three o'clock on Saturday morning. At daylight, the *Haeting* and *Yehsin* went and anchored near the *Meli*. Shortly after, a party landed from the steamers, and proceeded a distance of about three miles to see what had become of the *Hankwang*. When they got to the beach they could see nothing of the vessel on account of the fog, but the shore was strewn with wreckage "broken up like matchwood," for a distance of two or three miles. Later in the day, however, after a return to the steamers, the wreck, or rather what was left of it, was visited in boats. The stern of the vessel, cut almost clean across about 25 feet forward of the flagstaff, was visible above the water, as was also the flagstaff itself and part of the flag. The boilers were nearly all under water, and had shifted from their proper positions. The hull and sides were "all to pieces." The engines had previously been removed complete and placed on board the *Meli*, and it was thought that the boilers might possibly be saved if the weather did not become unfavourable. The *Yehsin* left the *Haeting* and *Meli* near the wreck.

For a variety of news from the OUTPORTS—JAPAN, &c., see other pages.

Editorial Selections.

THE SUPPLEMENTARY TREATY BETWEEN GERMANY AND CHINA.

THE text of the Supplementary Convention between Germany and China, which we publish to-day, scarcely resembles those descriptions of it which found their way into print lately, nor will its terms fulfil the expectation which the rumours of the success of the German diplomatist had created in the public mind. The advantages which the new stipulations between the two Powers will confer on foreign trade, generally, are very small. The best of them is the promise in the second clause of the special stipulations to the Convention that an attempt to establish bonded warehouses at this port will shortly be made, under regulations to be framed by the Commissioner of Customs, who will afterwards have the direction of them. Both the Chinese Government and foreign merchants will be gainers by this improvement—and we hope that the regulations will be conceived and worked in a liberal spirit. The concessions in the matter of tonnage dues on shipping, are that vessels which have paid these dues shall be allowed to make voyages to the open ports in China and to others outside the Empire, without being required to pay tonnage dues again within the period of four months. By the treaty of 1861 this four months' exemption was given only to vessels which visited the open ports during that period, and the new rule therefore will be of advantage to such ships and steamers as may be engaged in trading with those ports of the outer world to which voyages can be made within the time specified. There is a further small concession to vessels which may remain in one Chinese port longer than fourteen days. They are only to pay half of the tariff rate for tonnage dues for the time beyond that period. And when vessels are under repair in one of the ports, the time occupied in repairing them will be taken into account for the term on the expiry of which tonnage dues have to be paid. The clause in the Supplementary Convention which deals with this has a condition appended, to provide against attempts to evade legal Customs dues, and when such an attempt has been proved, the vessel shall be subjected to a money fine of double the amount of tonnage dues for which it was attempted to avoid payment. The clause concerning the sale of the materials of such ships, as have become unseaworthy, without duty being levied on them, is of no material consequence to the Powers or to traders; and that, in the special stipulations relating to materials imported for docks, will be seen to be much less liberal than the Article in the Convention. Only such materials are to be admitted free of duty as are actually applied to the repair of vessels,

and the Customs are to have the power to decide whether materials are really so used. This may make it necessary for a Custom House official to attend at every dock when ships are being repaired with materials imported into China; an extension of the power of the Customs which will, we think, be found far from pleasant in working. Building materials used in the construction of new vessels are to pay the ordinary *ad valorem* duties; and so little good can come from these concessions that we are inclined to think the clauses have been inserted merely to impress favourably the minds of those who are unacquainted with our trade in China. The same remark may be made on what are called the newly-granted privileges to the port of Woosung, where vessels of all nations have for many years past been compelled, by the state of the Bar, to discharge and receive cargo. The Convention merely gives a legal authority to this. No facilities are to be granted at Woosung which are likely to increase foreign trade, as the merchandise which may be transhipped there, must either be intended for or have come from Shanghai, and no landing stages, mercantile houses, or warehouses may be built at Woosung by Germans. This last stipulation is an abandonment by the German Minister of the claim under the favoured nation clause—No. 40 of the treaty of 1861—to participate in the right of acquiring land and building houses and warehouses in other places than the open ports, which was given to British subjects by Article XII of the treaty of Tientsin, and cannot be viewed with satisfaction. Clause No. 7 of the special stipulations expresses the terms on which Germans may go into the interior with foreign wares or to travel, and it reads as if it was not intended to allow them to trade in Chinese produce. It will no doubt be an excellent thing for Germans to be able to take imports into the country and dispose of them under license, but it would have been better had they been permitted to purchase whatever the natives may have to sell. Their being able to do so would bring about those improvements in the preparation of Chinese produce for foreign markets, which are of such pressing necessity to our trade. A reduction of the duty on Chinese coal exported from the open ports, and a clause regulating the use of the flags of both nations, complete, with those we have touched on, the new treaty. The clause which refers the questions of the Mixed Court, *lekou* taxation, and the taxation of Chinese goods in the possession of foreigners in the interior, together with the relations between foreign and Chinese officials, to the special negotiations into which the respective Governments declare themselves ready to enter, does not disappoint us much, since we have learned the truth about the new German

treaty. It will be better that there should be delay in settling these questions than that they should have been arranged in the manner in which the German Minister has, for a time at least, decided many of the matters dealt with in this treaty and allowed others to lie over which should have been determined long before this.

THE MINERAL WEALTH OF NORTHERN CHINA.

SOME years ago, His Excellency Li Hung-chang, seeing the poverty of the province of Chihli, which he governs, owing to its unhappy liability to alternate floods and droughts, directed that explorations should be made to ascertain whether the considerable mineral wealth of certain districts was of such a nature as to be fitted to be turned to account by Western science.

It had always been known that the eastern and western hills, which overlook Peking, contained vast stores of the finest iron ores, and that in the undulating country to the west and north of Tientsin there were immense beds of coal and lime-stone. Nor do the large stores we refer to comprise the whole mineral riches of the province. In various parts, notably those near to the Yellow River, there are very many coal and iron mines, some of which have been worked for hundreds of years, to supply local demands. We may say that Chihli is eminently a country of minerals, and deserves a careful and complete survey, for although the principal coal and iron fields are fairly well-known, country people from time to time bring to Tientsin, or to the capital, fine specimens of copper, lead, manganese, and silver ores, all of which deposits might well repay mining enterprise. The first systematic exploration of the coal and iron districts of Chihli was made by Mr. James Henderson, a gentleman who has since the year 1860 lived in Tientsin. He made many journeys, obtained numberless samples, procured many analyses, and, finally, he drew up a series of topographical reports, that are to this day both full and trustworthy. At the present time, however, the direction of the Viceregal mining enterprise has been given to Mr. Tong King-sing, who has under his orders a full staff of miners and mining engineers. The field chosen for the first mining operations is a wide tract of undulating ground, whose main direction is to the north and west of Tientsin. Enormous beds of coal of old formation have been found, mostly between lime-stone layers, so that working will be inexpensive, safe and easy. In the same districts, there are inexhaustible beds of iron-stone, and iron ores of the better kinds such as spathose, limonite, hæmatite, are also found in rich deposits. At no great distance from the chief coal mines, and in a country easy of access, copper ore of abnormal richness has

been found, and in the hills which bound the vast coal and iron district, lead, silver, and manganese await the miners' advent.

As the funds at Mr. Tong King-sing's disposal for the exploration of the minerals of the Kai-ping district are limited, the work will be gradual. The coal deposits will be worked first. Pits have been selected for opening; tramways are to be laid, and a canal will connect the centre of the coal and iron country with the rivers Peh-tang-ho and Pei-ho. At the end of this summer the first produce of the coal mines will be brought to Tientsin for sale, and that large market, which now depends to a great extent upon Nagasaki, will thenceforth draw all that is required for steamers or Government factories or house use from the Chinese mines, which will also supply Peking and the towns on the Peiho and Grand Canal. The coal is of good quality, of high density, much of it gives but little smoke, and there is almost absolute freedom from sulphur.

To turn the prodigious fields of iron to account will be a slow process, and the Government will do well to invite and encourage the enterprise of native companies. To turn Chihli into an iron-making country requires more than mere capital. It requires a generation of trained and skilled workmen. Smelting furnaces can be built; foundries can be furnished with puddling apparatus, rolling mills, Siemens' chambers, &c., but many years will have to pass before the peasants of Chihli can be made into smelters, puddlers, or iron-workers, to compare with the skilled men of Lanarkshire, or Staffordshire, or Liège, or Essen, or Tula, or Creuzot. Probably the secondary attention of the Viceroy will be directed towards the copper deposits, which require fewer skilled labouring men, and would give an immediate tangible return. By the new processes copper ore can be smelted and converted into ingots in three or four days' time, and for all copper that can be produced there is a ready demand for cash coinage, for arsenal uses, for manufactures, and probably the Government may make their own cannon for the *Uchats* method from Chinese bronze, made from Chinese copper, and Chinese manganese. A good beginning at any rate has been made, and other provincial rulers may follow the Viceroy Li's leading. It is known that the Liang-Hu and Szechuen are rich in minerals; that Yunnan has abundant copper; and that in Manchuria, Shantung, and on the banks of the west and north rivers, there are numerous gold deposits.

Hitherto the State has discouraged mining, but a new and enlightened policy will give strength, prosperity, and a sound development to the China Empire.

LORD BEACONSFIELD'S WILL.

LOED BEACONSFIELD was so original a man and so full of surprises, that his will might have been expected to reflect some of the originality of his character. From the first there was nothing commonplace about him; if he did not always do everything well, he did nearly everything in a manner peculiar to himself. His Oriental origin showed itself in his love of display, if not in his person at least in his politics, and it is a disappointment to find his last testament such a commonplace document. This, however, is not to be so much wondered at when we remember that with all his theatricalism, he was a practical man. He showed it in amassing what was really a very considerable fortune for an English politician to whom all the byways of money-making are traditionally closed; he showed it also in his success in getting the reputation of being a highly-cultivated man on a somewhat limited education. His nature was essentially critical, not constructive; he was as a rule very inaccurate in his facts, often intentionally so, as it appeared, though even then he was probably more often misled by his inability to assimilate facts, than by an intention to neglect them. He was an excellent debater, probably the best of his day in the House, but he was never an orator. In criticising the will of one of his rivals, if it had come in his way to do so, he would have been unequalled, but the construction of his own will he appears to have left entirely to his lawyers. It contains none of those brilliant passages of eloquence, those tender bits of retrospect which enliven the last testament of Carlyle, but it is severely intelligible, copious, and to the point.

His first desire is that he shall be buried in Hughenden churchyard by the side of the wife whom in life he had so tenderly cherished, and whose death he had so feelingly regretted. It was the expression of this wish in his will that prevented his receiving the well-deserved public funeral in our Westminster Pantheon, and this desire to be laid by the side of the one he had loved best in life is one that appeals to all our sympathies. His friends Sir Nathaniel Rothschild and Sir Philip Rose are appointed his executors, and to their care is commended the task of supervising the foundation of a family of Disraelis of Hughenden. Unblest himself with children, his real estate is left strictly entailed to his nephew, Coningsby Ralph Disraeli, and his heirs, the property to descend in the usual way to his nieces in the event of the male line dying out, the tenant for the time being having always to bear exclusively the surname of Disraeli. The desire to perpetuate one's own family and one's surname is strong in all nations but it is stronger among Hebrews, and Lord Beaconsfield was no exception to this rule. Looked at in any other way it seems a little

strange that the great Prime Minister should be so careful to have his name kept alive in this official manner. It had been too long before the world; the fortunes of his country had been wrapt up with it so long that it would be immortal even if not a Disraeli remained alive. While England exists and history is read, the name of Benjamin Disraeli will be 'familiar in our mouths as household words,' and it is more like the *parvenu* than the great politician to seek to keep it alive by an injunction from the grave. Should the male line of Disraelis disappear, and Hughenden ever be held by a man whose only connection with the great departed is by marriage with one of the female descendants of Ralph Disraeli, the fact that this man has to take the family name will no more persuade the world that he is a direct descendant of the Earl, than would the absence of the stipulation blot out the memory of the politician we have lost. It is true that there is no penalty attached to non-compliance with this desire; but the wish is so strongly expressed that it is not likely to be disregarded by any honourable person.

It is unnecessary to comment on the usual provisions for keeping the estate together and attaching to it the usual heirlooms. The testator's wishes as to the documents he leaves behind him are of more interest. These, as might be expected, are left in the sole control of his attached friend, Lord Rowton, and the nominal sum of £500 is left to him as a gratification for his trouble in the matter. Lord Rowton is directed to collect all the letters, papers, and documents, whether of a public or of a private character, and whether in print or in manuscript, all the manuscript of any writings printed or composed by Disraeli himself or his father. Of these he is authorised in his absolute discretion to destroy any that he may think it unwise to keep, and to keep and preserve all the rest. He has full liberty to publish all or any of these documents when and how he shall think fit, being careful to publish nothing prematurely, calculated to do injury to the public service, or to inflict needless pain on the living or on the families of the dead. A wise and kind provision; and yet it is hard to think how much must exist among these letters and documents that would throw an invaluable light on recent events, but which will not be published until we who are most interested in these events shall be beyond the power of appreciating the light. Of his correspondence with the Queen, whose valued friend he was in the Queen's own words, nothing is to be published in her life-time without Her Majesty's consent, or after her death without the approval of her representatives. Meantime, future historians are to have access to these documents in the discretion of Lord Rowton, who is not to be liable for

any inadvertent loss or damage that may happen to them. It is not a great will; not such a one as will be quoted in after-time, as the expression of a great man's thoughts in contemplation of death; but it is a good and practical one, and if it will not enhance, cannot lower, the reputation of him whose death leaves Mr. Gladstone the only living Premier of Great Britain.

THE RUSSIAN REIGN OF TERROR.

To the great dramatist we owe the line, "Uneasy lies the head that wears a crown," but no uneasiness suffered by crowned heads in Shakespeare's day ever equalled the unending misery that is the bedfellow of a modern autocrat. If the life of a mediæval king were threatened, he was generally allowed a fair chance. His enemies, at least in the north, where poison was never such a popular remover of kings as in the south of Europe, attacked him openly, and he had always a possibility of escape, or fell after a personal combat. But modern science has supplied assassination with a thousand refinements undreamt of in ruder ages. Mines are dug under the streets that his carriage passes, or under the railway by which he travels from one palace to another; even under the dining-room of his palace itself. Bombs are flung at him as he goes home from a review, or the candles with which his room is lighted are charged with dynamite. At last he is driven to take refuge in a country house thirty miles from his capital, with the doors of his bedroom locked on the inside, and his window shutters plated with iron, and with a subterranean passage from his bedside to his stables, that in the last extremity means of escape may be at hand. If such a reign of terror continues, it will be difficult to find men willing to assume the Imperial purple at such a cost.

If Alexander III. ever asks why he is the target for these slings and arrows, he may find the answer in a pamphlet by a Mr. Dragamanov, formerly a Professor in the University of Kief, and now a Nihilist refugee, domiciled in Geneva. His pamphlet is entitled, 'Tyranicide in Russia and the action of Western Europe,' and a summary of it is given in the *Times* of 22nd April. Mr. Dragamanov is one of those chiefs of the International, who have been moved by the appeal of Natalushka in Mr. Black's latest and powerful novel, "Sunrise," and he is an opponent of assassination. He protests against political murder, whether the victim be a spy, a policeman, or a tyrant, for "a pure cause can best be promoted by pure means." His aims are wider than those of the Russian Nihilists proper. Their ideas are too narrowly Muscovite; his object is to ameliorate the lot of his race in Austria and Hungary as well as in the dominions of the Russian Autocrat.

Socialism, he asserts, has no root in Russia. If a revolution is to come in that country, it will not be an uprising like the Commune at Paris in 1871, but a general upheaval of the people like the French Revolution of 1789. It is persecution that has driven the Russian Socialists into the present opposition. A persecution which threw into prison for three or four years not merely the advocates of socialist opinions but even the hawkers of foreign books, the men who strove to raise the lower classes by recommending co-operation, even the people, who, without authority, tried to teach the peasants to read. It was this persecution and the cruel sufferings at the hands of barbarous gaolers which were disclosed in the trial of Vera Zassulich, that brought together the Executive Committee who pronounced the doom of the Czar himself, and so many of his too faithful servants. The jury which tried Vera Zassulich endeavoured to stay the Government in its career of oppression. Alexander II. was personally a humane man, but he was not careful to change the system which had grown up around him, and instead of the rule of the Governors-General being lightened, their oppressions increased. If there had been any union, any communication between the different classes of Russian society, these oppressions would have brought on a revolution. But the spirit of the Russian people is too crushed, the peasantry are too debased and ignorant to dream of concerting measures to free themselves from the dread incubus of Muscovite centralisation. Then as it became evident that to kill a subordinate who chastised the people with whips was only to make room for another who would chastise them with scorpions, it was determined to kill the Czar himself. There is a grim humour in the idea of a small committee of poverty-stricken refugees in a far-off Swiss town passing sentence of death on the mightiest of autocrats, and carrying out the sentence they have decreed. If the peasantry had been enlightened enough to rise in vindication of their liberties, if a general uprising could have been brought about, assassination would never have been employed; but murder, in the present condition of Russian society, is the only weapon available to the small band of Nihilists for whom partly Mr. Dragamanov speaks.

When Loris Melikoff was made Governor of St. Petersburg he addressed our author through the columns of the *Golos*, and asked him to keep the terrorists quiet while he effected the necessary reforms in the Government. In answer Mr. Dragamanov formulated the demands of the Nihilists, and they seem reasonable enough. A law of *habeas corpus*; free use of their own languages by the varied nationalities of the Empire; liberty of the Press, of instruction and of meeting; local self-

government; convocation of the Diet of the Empire, and responsibility thereto of all Government officials; an enquiry into the condition of the masses, and an amnesty for political offences. They comprised, in fact, merely the amount of liberty that all Western nations now enjoy. In two terms they are, the liberty of the subject and parliamentary institutions. Mild as these reforms are, the Government was not prepared to grant them; and we see the result in the death of Alexander II. and the voluntary seclusion under conditions almost worse than death of Alexander III.

INFERNAL MACHINES.

OUR readers will probably remember an explosion that occurred at Bremerhaven about four years since. A case about to be shipped at that port on board a steamer loading for America exploded on the quay, and it was subsequently proved that it had contained an infernal machine actuated by clockwork, with which it was intended to sink the steamer when she was well on her way across the Atlantic. By this means the perpetrators of the crime expected to gain a large sum which they had insured on the vessel, and their infamous design was only frustrated by the accidental explosion of the case at the moment of shipment but before it was actually on board. The incident gave occasion for a letter in the leading London journal by a person using the *nom de plume* of *Warhawk*. He was believed at the time to be a Government spy, and his identity, as might be expected, has never been disclosed. He gave valuable details of the employment of dynamite which was then coming into fashion by conspirators against society, and specially described the coal torpedoes which he asserted had been used in the recent wars in North and South America. Considerable doubts were expressed at the time as to the sober accuracy of his descriptions, and it was roundly asserted that he was merely carrying out the usual trade of a spy in magnifying the necessity of his profession. Circumstances, however, have lately enhanced the probability of his statements. Our Queen herself the other day changed from her usual yacht because it was stated that a coal torpedo had been concealed among the fuel; and there are not wanting those who suggest that the recent loss of the *Doterel* in the Straits of Magellan is due to a similar cause. It is even possible that some of the steamers which have come to an unknown end in the Atlantic during the last five years have been the victims of a repetition of Thomassen's crime at Bremerhaven.

Those who derided the warnings of *Warhawk* will be somewhat astonished to see in a recent number of the leading journal another letter from the same pen on the subject of the recent Fenian scares in England. If his

information may be depended on, his letter is on the whole, re-assuring, for he holds that the Fenians have had nothing whatever to do with the placing of dynamite recently on the North-western Railway, or with the unsuccessful attack on the Mansion-House. These and other similar scares—he does not mention the explosion at Salford, but it is no doubt included in his intention—have been, he holds, too bunglingly managed to be the work of Fenians. In fact the real Fenians have no desire to make use of such means to intimidate England. The Irish Republican party, according to *Warhawk*, consists of a large number of dupes led by a very small handful of rogues; and these rogues are far too careful of their precious lives and make far too good a thing of it as it is, to risk themselves in such perilous enterprises. It is only men tired of life, and unable to see any other way of influencing their oppressors, who blow up Winter Palaces and assassinate Emperors. The real authors of the so-called Fenian scares are the outsiders of Internationalism; the scoundrels who for their disobedience or impracticability have been expelled from the regular societies, who acknowledge no leaders, and who perform these crimes to gain for themselves a brief and dangerous notoriety. They are not political refugees. They have no politics and in their madness and desperation are willing to serve any employers. Distrusted by the really serious, and dangerous conspirators, they content themselves by making for the most part impotent war against society in general and every kind of order in particular. We can easily understand that the regularly organised societies are not likely to declare their war against England. Their headquarters, and headquarters they must have, are only safe in Switzerland, the United States and England. Switzerland is dangerously threatened by Germany, the United States is too far from Europe, the centre of the operations of the International, while England will probably continue to give her hospitality to political refugees of every creed and colour so long as they do not attack the flag that shelters them. The statement of *Warhawk* as to the authorship of these scares is therefore reasonable enough. The chief object of *Warhawk's* letter, however, is to counsel such an addition to our laws as will enable the Government to arrest the owner of an infernal machine at once, unless he can prove that it is manufactured for a lawful purpose. Existing laws, he holds, could not touch Thomassen himself unless the police could prove his guilty intent, and this in most cases would be impossible. They oblige the Government to watch and wait until the unlawful act is so near completion that its guilt can be demonstrated, and in the majority of cases the act may be consummated before the authorities can interfere.

Exports.

TIENTSIN.

The country between this and the borders of Shantung, a distance of about 500 li from here, is suffering greatly from dry winds and lack of rain. The wheat, now ripe, will scarcely return half a yield. The millet, large and small, is two or three inches above the ground and being hoed, but unless rain comes soon, it is feared it cannot grow much.

Yesterday we had a fine rain here which, if extensive, will do an immense amount of good. It came down gently for hours, and was drunk up by the thirsty soil as fast as it fell.

There is a great deal of small-pox among the Chinese, which proves fatal in the large majority of cases. Among adults there is considerable low fever.

A second wire is being put up on the telegraph poles, which is a part of the Shanghai line, to be pushed forward to completion as rapidly as possible.

The rumours in the country are dying away, and the usual quiet prevails. Some dozen or more new camps—each for 500 troops—were established along the line of the canal, between this and Teh-chow, Shantung, last fall. All are occupied at present with either cavalry or infantry, the latter predominating, (though exact figures were difficult to obtain).

12th June.

HANKOW.

Business reported during the past week is as under:—

	1881.	1880.
Settlements	131,970	93,850 $\frac{1}{2}$ -chits.
"	1,770	Nil. boxes.

Consisting of the following teas, cost in London being calculated at $\frac{5}{4}$ per tael exchange, and £3 per ton freight, direct from here:—

	$\frac{1}{2}$ -chests.	Tls. per picul.	Per lb.
Ningchows	20,690	16.00 a 28.00	1/1 a 1/6 $\frac{1}{2}$
Hohows	8,010	11.50 a 22.00	0/9 $\frac{1}{2}$ a 1/3 $\frac{1}{2}$
Oopacks	28,770	11.25 a 21.00	0/9 $\frac{1}{2}$ a 1/3
Oanams	26,140	11.25 a 18.00	0/9 $\frac{1}{2}$ a 1/1 $\frac{1}{2}$
Oanfaas	35,650	14.00 a 30.00	0/11 a 1/7 $\frac{1}{2}$
Seangtams	13,590	9.25 a 10.25	0/8 $\frac{1}{2}$ a 0/8 $\frac{1}{2}$

Settlements for the season to date are:—

	1881.	1880.
Hankow Tea	430,840 $\frac{1}{2}$ -chits.	420,980 $\frac{1}{2}$ -chits.
Kiukiang "	204,360 "	192,840 "
	635,200	613,820

The following figures indicate the entire business to date (inclusive of Kiukiang teas) as contrasted with the same number of days from the opening of last season:—

	1881. $\frac{1}{2}$ -chests.	1880. $\frac{1}{2}$ -chests.	1881. $\frac{1}{2}$ -chests.
For England	999,380	1,345,900	Increase 53,420 "
" Russia	235,820	260,450	Decrease 24,630 "
" Shanghai on native account	Nil.	4,380	" 4,380 "
	635,200	610,790	

*204,360 $\frac{1}{2}$ -chests Kiukiang Tea included.

†189,530 $\frac{1}{2}$ -chests Kiukiang Tea included.

Total arrivals, settlements, shipments to Shanghai on native account, and stocks are as under:—

	Arrivals.	Settlements.
	1881.	1880.
Hankow Tea	445,340	499,860
Kiukiang "	216,960	282,740
	662,300	782,600

Shipments on native account. Stock.

	1881.	1880.
Hankow Tea	Nil.	4,380
Kiukiang "	Nil.	12,000
		16,380

Teas bought this year to date are estimated to lay down in London at about the following prices:—

	1881.	1880.
11,820 $\frac{1}{2}$ -chests	21,320 $\frac{1}{2}$ -chests	2/3 @ 2/10
18,340 "	21,600 "	" 2/0 @ 2/3
55,570 "	67,080 "	" 1/9 @ 2/0
190,650 "	173,220 "	" 1/5 @ 1/9
209,440 "	251,700 "	" 1/0 @ 1/4
149,380 "	78,900 "	" 0/8 @ 1/0
635,200	613,820	

Comparative quotations are as under:—

	1881. per picul.	1880. per picul.	1879. per picul.
Ningchows	16.00 a 28.00	16.00 a 26.00	19.00 a 22.00
Hohows	11.50 a 22.00	15.00 a 19.00	14.00 a 19.76
Oopacks	11.00 a 21.00	13.00 a 20.00	14.00 a 20.00
Oanfaas	14.00 a 24.00	14.00 a 22.00	13.50 a 27.00
Oanams	11.00 a 19.00	13.00 a 18.00	14.00 a 20.00
Seangtams	9.25 a 9.90	10.30 a 10.50	10.00 a 12.00

The export to date, as per Customs Returns, stands thus:—

	lbs.	Re-exports.
Season 1881-82	17,884,025	7,210,459 lbs.
" 1880-81	18,674,887	8,162,210 "
" 1879-80	17,241,529	9,270,301 "
" 1878-79	15,097,128	8,133,320 "

The following are the departures for London:—

	As per last report in four strs.	lbs.
June 1st, str. <i>Glenlyon</i>	2,000,775	"
" 1st, " <i>Sikh</i>	2,615,669	"
" 6th, " <i>Braconshire</i>	2,184,043	"
	18,615,080	lbs.

Against in nine steamers last

20,162,471 lbs.

Departures for Odessa:—

	As per last report, one steamer.	lbs.
June 2nd, str. <i>Russia</i>	1,633,804	"
" 3rd, " <i>Lydia</i>	2,072,153	"
	1,436,042	"
	5,141,999	"

Against in two strs. last year... 4,300,450 lbs.

Freight.—The steamers *Glenorchy*, *Cairns-muir*, and *Afghan*, are loading for London at £3 per ton; no rate is yet named for the *Norfolk*. The through rate by French mail and P. & O. steamers, £3 per ton.—The *Petersburg* is loading for Odessa, on private terms.

Exchange.—The comparative quotations are as under:—

	1881.	1880.
On London, Bank Bills on demand	5/3	5/3 $\frac{1}{2}$
Credita, 4 months' sight, ...	5/4	5/5
Do. 6 "	5/4	5/5 $\frac{1}{2}$
On Shanghai, Bank Bills on demand, ...	2 $\frac{1}{2}$	2 $\frac{1}{2}$
3 days' sight Private, ...	3 $\frac{1}{2}$	3 $\frac{1}{2}$
On Hongkong, Bank Bills on demand, ...	2 $\frac{1}{2}$	2 $\frac{1}{2}$

Tea statistics in this report are made up to the evening of the 6th instant.

NEWCHWANG.

Anent the dispute between the Customs and native merchants at Swatow, we are told that the Commissioner of Customs has interfered with "olo custom," in ordering all imports to be examined and weighed at one particular jetty instead of allowing importers to take produce and other goods right away as they arrive per steamers. Natives complain that a steamer's cargo of peas and beancake, for instance, arriving at Swatow, could not within a reasonable time, especially when the work is only allowed to go on in Customs hours, be weighed by the staff at hand, and that, therefore, a serious loss is the result, the ordinary lay days left for discharging not being sufficient for the purposes required by the Customs. Duty is payable here—on beancake at 48 catties per piece, and on peas at 300 catties per *tan* or *shu*. The *tan* is a measure equal to ten *tu*, and is supposed to weigh three piculs, but when the pulse is new, vessels frequently find that whereas they have chartered for freight payable at Customs weight, the out-turn, judging by the draught, must be considerably more. On the other hand, natives know that beancake, as a rule, does not weigh 48 catties calculated by the Customs for payment of duty, and so they

charter for payment of freight at 46 cattie. Thus, by settling the freight payable by charter on 46 cattie per piece of beancake, and at Customs weight for peas and other produce, the Chinese gain a decided advantage. In the event of a master objecting to receive freight on perhaps 5% to 10% less than his vessel has actually shipped, and insisting on having the cargo weighed, it becomes a question whether the Customs at the port of delivery should fine the importer for attempting to smuggle a heavier quantity than was declared at the place of shipment, when the measurement of a *tan* of peas is taken for granted to represent 300 cattie in weight. This is not, we understand, the point in dispute, but it is alluded to for the sake of asking why, under the circumstances, such produce as beancake and peas should be weighed by the Customs at Swatow. We presume the Commissioner desires to receive the half duty on the stuff. Is it not sufficient to simply calculate the duty payable at the port of delivery by the weight as taken for granted at the port of shipment, without incurring the vexatious delay and loss in weighing on delivery what it has not been considered necessary to weigh on shipment? If the Customs here are wrong in accepting from the exporter a measurement for a weight, it seems manifestly unjust to compel the importer to make good such error. In fact, Sir, I am of opinion that until the Customs at the port of delivery are convinced that smuggling is attempted, they undertake a work of supererogation in weighing peas and beancake shipped from Newchwang. It is to be hoped that the dispute will be satisfactorily arranged for orders have reached this that charters are to be discontinued. The strike, if only allowed to go on for a month, means many thousands of dollars out of the pockets of steamer owners. We do not for a moment suppose that any one is guilty of wilfully doing what is wrong, but unfortunately that is no consolation to those who may be ruined by the carrying out of "Regulations" to the letter, when a spirit of liberality should be the moving power in these days of progress.

9th June.

FOOCHOW.

At the sale by auction of what is known as the "Robertson Property" at Pagoda Anchorage at Mamoi Point, the property was sold in one lot, the starting bid being \$7,000, and the "knock-down" price \$10,000. Mr. Kaw Hong Take was the purchaser.

A rather curious affair took place at Pagoda Anchorage a few days ago on board one of the Arsenal gunboats. It seems that His Excellency the Viceroy represented to the Tartar General that the Imperial Arsenal gunboats were in the habit of smuggling opium, by stowing balls in the muzzles of their guns. Both the Tartar General and Imperial Arsenal Commissioner denied this and requested the Viceroy to send some officials down on board the gunboats to examine into the affair. The suspicious vessel was lying under steam abreast of the Arsenal when the Viceroy's officials arrived. The officer in charge of the gunboat requested the officials to call in about an hour's time, when he would make every preparation to receive them. The officials consented to this, but during their absence everything was made in readiness for steaming away, and the anchor was hove "short." Upon the arrival of the officials at the gangway ladder at the stern of the vessel, the anchor was weighed and the engine bell rung to start the engines. The propeller turned, capsized the mandarins' boat, throwing its occupants into the water, whilst the gunboat proceeded to sea leaving the unfortunate officials to their fate. Fortunately no one was drowned, though

one of the officials was very nearly so. We have yet to learn further particulars of the affair.

Tea.—A large business has been passing each day, and teas with any quality continue to be eagerly competed for. Prices for the better grades have been maintained, but in common some concession has had to be made. The *Glencagles* left with the first cargo for London on the 8th inst., and the *Killarney* for Melbourne at daylight the following morning. The *Galley of Lorne* has also cleared for the latter market. Results continue satisfactory to teamen.

Settlements from 1st to 8th June:—

		at Tls. per picul.
Congou	90,693 chests	9½ a 37 (short.)
Oolong	150 ½-chts.	20 "
Pekoe	917 chests	50 a 85 "
Scented Tea ..	2,400 boxes	23 a 31 "

The total arrivals, settlements, and stock at date, are:—

	Arrived.	Sold.	Stock.
Congou	230,000	110,789	118,211 chests.
Souchong	...	...	...
Oolong	1,527	150	1,377 ½-chts.
Flowerly Pekoe ..	1,200	917	283 chests.
Scented Tea	2,800	2,400	400 boxes.

Freight.—To London, per steamer, £3.10 per ton of 40 cubic feet. To Australia, per steamer, £2.10 a £3 per ton of 40 cubic feet. To New Zealand, per steamer, £3.15 per ton of 40 cubic feet. Vessels on the berth.—For London, steamships *Glennfultoch* and *Deutch*. For Sydney, steamship *Menmuir*. For Australia, from Hongkong (via Queensland Ports) *Kenmore Castle*. For New Zealand Ports, steamship *Bowen*. Vessels expected to load.—For London, steamships *Glenfinlas*, *Cyclops*, and *Bengloe*. For Australia, steamships *Hungarian* and *Canton*.—*Herald*.

HONGKONG.

The American barque *C. F. Bryant*, which arrived on the 10th inst. from Newcastle, New South Wales, came in in charge of the mate, Mr. William McParse. It appears from what we could ascertain that Captain Nickels, the master of the vessel, was missed on the 15th April between ten and twelve o'clock, and was never seen again. No one saw him fall overboard, but it is believed that he must have slipped over accidentally. The barque left Newcastle only six days previously to the loss of the master.

The captain of the ship *Pilgrim*, which recently arrived at Samarang with petroleum from America, seems to have had unusual difficulty with his crew. The men doggedly refused to work. The assistance of the harbour-master was called in, but they persisted in their refusal, asserting that they had not enough to eat. Six of the crew were thereupon brought ashore and put in prison. The four remaining sailors were put in irons on board. The mate subsequently left the vessel, which was lying in the roadstead, on a raft and drifted ashore thirty-six hours afterwards near Rendal. He was found lying unconscious on the beach, suffering from high fever, and was placed under medical treatment. Being asked afterwards why he left the ship, he said the captain refused to allow him medical attendance. On its being remarked to him that the way in which he had left the vessel was very perilous, he replied, "I of course knew that, but I would rather become a prey to sharks or alligators than remain on board a ship where I had been so treated." An inquiry by the harbour-master has brought nothing unusual to light. One of the local papers says—"To the captain, who finds that there is no Consul here whose help he can call in, it is a serious matter. Discharge the men here he cannot, firstly because the security to be given for each of them is very high, and secondly, because he cannot engage fresh hands here. On the other hand, the prospect of undertaking the return voyage

to New York with such refractory men, who have such a determined look about them, is equally unpromising."—*Daily Press*.

Peking Gazettes.

ABSTRACT OF PEKING GAZETTES.

May 7th.—(1) A decree. The Board of Ceremonies requests that a Commissioner and Deputy Commissioner may be appointed to convey the Testamentary Proclamation of Her late Majesty the Senior Empress Dowager to Corea. Let O-lo-ho-pu be sent as First Commissioner and Hsi Chen as Deputy Commissioner reverently to convey the Testamentary Proclamation of Her late Majesty to Corea.

(2) The Governor-General of Yunnan and Kueichow and the Governor of Yunnan report the death of a *weiquan* by his own hand under the following circumstances: Li Ching-shin, a native of Hua-yang Hsien in Szechuen, having purchased the rank of sub-Prefect, was appointed as a probationer in Yunnan. He had as his servants two men called respectively Tséng Tai and Tung Wén. Lung Tien-k'un was the son of a Lieutenant in charge of the Kao Wu barrier, and an hereditary chieftain of a native tribe. Lung Tien-k'un, being a child at the death of his father, did not assume the title, the duties of his father's post being administered for her son by his mother, assisted by Li Chin, a servant, and others. In the summer of 1878, some individuals having created a disturbance in a stockade under the control of the young chieftain, his mother sent to have them arrested, but they escaped, and a charge was brought against Lung Tien-k'un at the yamen of the Méng-tzu Magistrate by some of the other residents of the place, of having caused their houses to be burnt. The charge having been reported to the Governor, the case was ordered to be tried at the provincial capital, Li Ching-hsin being sent to the place to make enquiries and bring back the parties interested. He reached the district town in July, 1879, and after waiting there some weeks, went on to the scene of the alleged outrage. On arrival at the barrier known as Kao Wu Ch'ia, there being no inn for him to sleep in, Li Ching-hsin took up his lodging in the yamen of Lung Tien-k'un, whose mother, fearing that she would get into trouble by reason of the long delay in the settlement of the case at Ch'en Kuan-sai, begged Li Ching-hsin to stand her friend, promising him Tls. 300 upon the settlement of the case. Li Ching-hsin promised to use his influence on her behalf, but gave only a verbal assurance to that effect. The widow then gave him, through his servants, the sum of Tls. 100, with an extra Tls. 10 for the servants themselves. The runners of the Magistrate were told of the receipt of the bribe by Li Ching-hsin's servants. A few days after, Li Ching-hsin returned to the district town, where he fell ill, and was an invalid for several months. Meanwhile the story of his having been bribed by the chieftain's widow got noised abroad by the Magistrate's runners, and eventually came to the ears of the Prefect, who reported him to the Governor. Li Ching-hsin, who was still unwell, was much concerned at this intelligence, and set off in his invalid condition for the provincial capital before the reply of the Governor was received to the Prefect's report. Soon after arrival at the capital he cut his throat, and was found dead in his bed. The memorialists then proceed to sum up the case, against Li Ching-hsin, and, after quoting the law on the subject, shows what penalty he would have received had he not cut his throat. As he has anticipated his punishment by putting an end to himself,

they conclude that there is no further need to consider his case. Minor penalties are inflicted upon the other persons implicated in this case.

May 8th.—(1) The Governor-General of Szechuen memorialises that he has received the following report from the Taotai of the Chien Ch'ang circuit, the Prefect of Ya-chou Fu, and the Magistrate of Ya-an Hsien, in that province:—On the night of the 15th of the 1st moon it is the custom of the people of Ya-chou Fu to erect sheds in which lamps are suspended in observance of the festival of the Shang-yuan Chieh (or feast of lanterns.) The Taotai and other authorities of the city had previously issued proclamations warning the people to be careful against fire, and on the night in question they patrolled the streets to prevent accidents and maintain order. By the third watch of the night all the lamps were extinguished and the streets were quiet, but at 2 a.m. on the following morning, fire was suddenly seen to break out in a mule inn in the south-west of the town. The Taotai at once hurried to the spot, accompanied by the civil and military authorities; when they learned that the fire had been caused by the negligence of some people smoking water-pipes in an upper room, who had inadvertently blown the lighted ash of the tobacco on to a heap of straw, which ignited and set fire to the building. Their first step was to arrest the person who caused the fire, and the soldiery, with numbers of men hired for the occasion, were then set to work to extinguish the flames. They proved too much, however, for human effort to master. Directly the fire had been got under at one point it broke out in another, and it was not until 9 a.m. of the following morning that it was extinguished. Fortunately not a single life was lost, nor were any of the gaols or public offices destroyed; but three hundred and eighty-one families were rendered homeless. The aged, women, and children were at once lodged in the different temples, and mat-sheds were erected for housing the hardier folks. A subscription of three hundred strings of cash was promptly raised and distributed amongst the sufferers, 379 piculs of grain being also drawn from the public granary for their relief. A subsequent subscription of 1,000 strings of cash was then collected and applied to the same purpose. The memorialist, in submitting this report, regrets that the damage caused by the fire has been considerable, for it attacked a busy street lined with shops, and spread with such rapidity that the shopkeepers had no time to remove their goods. Half the valuable property of the town has been lost, and the condition of the people is most pitiable. He has drawn upon the *lekin* fund to the amount of T's. 1,200, which has been sent to the authorities for distribution amongst the sufferers, and he is happy to be able to report that they are behaving very quietly. He would finally intercede with His Majesty on behalf of the Taotai and authorities of the place, who cannot be accused of want of energy in their efforts to put out the fire. The town being unprovided with fire-engines, which, in consequence of the small quantity of rain that falls there, have not been considered necessary hitherto, they had no appliances ready to hand.—Rescript: Let the local authorities be at once directed to make due arrangements for the comfort of the sufferers. The authorities responsible will be absolved from the infliction of penalties.

May 9th.—(Court Circular.) The Grand Secretary Li Hung-chang had audience of leave.

No documents of importance.

May 10th.—(1) Yi Chen, Junior Vice-President of the Board of Revenue, is permitted to retire on the ground of ill-health.

(2) Memorial from Wu Yuan-ping, Governor of Kiangsu, requesting the bestowal of marks of distinction, posthu-

mously or otherwise, upon six widows, all related to each other, who preserved their chastity during periods of widowhood varying from nineteen to forty-nine years. Granted by Rescript.

(3) Memorial from Ting Pao-chên, requesting the bestowal of rewards upon various officers connected with the forwarding of supplies of salt to Yunnan and Kweichow during the three years ended at the close of 1880. During this time they disposed of 169,202 licenses, representing a revenue of T's. 3,507,400.

(4) The same officer also specially requests the bestowal of three grades of commutative rank upon T'ang Chiung, head of the Salt Department, the Financial Commissioner Ch'eng Yü, and the Salt Intendant Sung Fan, as a reward for their exertions during the same period.

May 11th.—(1) The following transfers and appointments are announced. Vice-President, Board of Revenue, Sun Yi-ching; (孫詒經) Senior Vice-President, Board of Punishments, Hsüeh Yün-shêng; (薛允升) Junior Vice-President of the same Board, Hsia Chia-hao (Minister of the Tsung-li Yamen.)

(2) Memorial from Ming An, Governor of Kirin, and his colleague Yu-liang, reporting the imposition of a new tax in that province, in order to meet the expenditure entailed by the creation of fresh territorial posts. As earlier reported to His Majesty, the memorialists had thought it advisable, in view of the prevalence of brigandage, and the sparsity of officials distributed over a vast region peopled by immigrants from all quarters, to create additional posts and define the limits of the jurisdiction ascribed to each additional officer so appointed. The creation of these new posts, with the construction of yaméns, walled towns, and other necessary accompaniments of the change, involved expenditure which the funds at memorialists' command were insufficient to meet, while they were precluded from applying for special grants in aid of the new scheme. They had to turn therefore to the natural resources of the country for aid, and, as earlier reported, one of the means by which they proposed to raise the required funds was the institution of a system of compulsory measurement for all sales of grain. Under this system all grain sold would be measured by officially authenticated measures, and a tax of so many cash per measure of ten pints would be levied from the seller or purchaser of the grain, as the case might be. Hitherto, the measures used at the various markets have been fixed at a private or unauthorised standard, and though in a few instances applications have been made for the measurement of sales by Government standard, they have been so few in number as to bring in a revenue of no appreciable amount. Officers having been despatched to different parts of the province to enquire into the feasibility of this scheme, they have now sent in reports to the effect that they have, in concert with the various territorial authorities, summoned the principal grain dealers and corn factors, and made them produce their books for the past three years, from which they have been able to form an estimate of the amount of taxation that their sales should bear. With the exception of Sun-hsing and Han-ch'un, two outlying and impoverished towns on the extreme frontier, the dealers in all the other places have expressed their willingness to submit to a tax per *tau* (or measure of ten pints) on all sales of grain. The tax, in point of fact, is merely the transfer of a measuring fee hitherto paid to private individuals to the Government; so that while no additional burden is imposed upon the people, the public revenue is increased. The State, in short, is the gainer and the people are in no way losers, while they recognise

the "law of superior and inferior," which is like the relation of the wind to the grass; "the latter must bend when the wind blows upon it." The rates fixed upon are as follows:—

	Market's of 1st. cash.	2nd. cash.	3rd. order. cash.
Coarse grain, per <i>tau</i>	10	8	
Finer grain.....	20	12	6
Wheat.....	30	16	10

It is estimated that this tax will yield an annual revenue of 120,000 strings of cash and upwards.—Rescript: Let the Board of Revenue take note.

Public Meeting.

MUNICIPAL COUNCIL.

At the Meeting of the Council held in the Board Room, No. 23, Kiangse Road, Shanghai, on Monday, the 6th June, 1881, at 9.30 o'clock a.m.

Present:—Messrs. R. W. Little (Chairman), Fredk. Bridge, A. Burman, Geo. J. Holland, J. J. Keswick, H. Lester, W. C. Ward, and the Secretary.

The Minutes of the previous meeting are read, confirmed, signed by the Chairman, and passed for publication.

Cash Statement, for week ending 4th inst, is submitted, and cheques for sundry accounts are signed.

Firewells.—Measurement of water in wells on 4th inst. is submitted.

MEASUREMENT OF WATER IN FIREWELLS IN THE ENGLISH AND HONGKOW SETTLEMENTS.

Number of Wells.	Situation of Well.	Depth of Well.	Depth of Water.
E. S.		ft. in.	ft. in.
6	Canton Road—West of Shan-tung Road.....	12	8 6
10	Foochow Road—East of Shan-tung Road.....	14	10 11 2
1	Fukien Road—North of Nanking Road.....	19	0 16 10
6	Hankow Road—West of Shan-tung Road.....	11	8 9 2
10	Kiangse Road—North of Canton Road.....	11	9 18 5 7 6
6	Niugpo Road—East of Shan-tung Road.....	13	7 10 10
6	Niugpo Road—East of Honan Road.....	11	6 7 10
10	Niugpo Road—West of Szechuen Road.....	14	8 10 4
1	Shan Road—South of Nanking Road.....	9	0 7 10
1	Nanking Road—West of Honan Road.....	14	0 9 6
1	Houan and Foochow Roads.....	12	0 10 6
1	Kiangse Road—North of Foochow Road.....	12	6 8 1
1	Kiangse Road—North of Nanking Road.....	13	0 9 8
1	Kiangse Road—East of Szechuen Road.....	13	0 16 0
1	Szechuen and Foochow Roads.....	14	0 9 7
1	Szechuen Road—North of Peking Road.....	14	0 8 9
H.S. }	Tientsing Road—North of Broad Road.....	16	0 10 6
7 }	Hongkew Police Station.....	14	0 11 3

Markets.—The Inspector reports that during May the markets were well supplied with good and wholesome articles of food. The number of animals killed for foreign consumption during the month was, oxen, 475; sheep, 1,008, calves, 113, pigs, 25; and at the grease shops for native use, oxen, 44; water buffaloes, 16; sheep, 2; and ponies, 8.—The oxen housed at Fah-sien-jaoh are healthy and free from disease, and the ponies at the native livery stables are in fair working condition.

Proclamations.—Mourning for late Empress.—Copies of the two following proclamations, forwarded by the Senior Consul, are ordered to be posted in the Settlement:—

Proclamation.

Chên, Magistrate of the Mixed Court in the Settlements of Shanghai, issues the following proclamation for general information:—

On the first day of the fifth moon (28th April) I received a despatch from the Intendant of the Su-sung-tai Circuit, stating that he had received from the Governor of the Province of Kiangsu the following communication:—

"On the 28th day of the 4th moon of the 7th year of Kwang Sü (26th May) I received a despatch from the Governor-General of the Two Kiang Provinces to the effect that he had been honoured by the receipt of the Sacred Will of the late Empress Dowager Tzu-An-Twan-Yu-K'ang-Ching-Chao-Ho-Chwang-Ching on the 24th day of the 4th moon of the 7th year of Kwang Sü (22nd May), and that the Imperial Manifesto was to be published and circulated for general information and guidance. I, the Governor, on the same day led all the officials, civil and military, out of the city gates, where we on our knees reverently received the Sacred Will; we repaired to a Kiang-so, where we carefully opened and read the sacred document, we wept and performed other mourning ceremonies. All the officials of the province must from the 28th day commence to wear plain white mourning garments for the period of twenty-seven days, when other mourning dress will be allowed. Soldiers and the people in general must not use red silken hat fringes, but must wear the style used in mourning for twenty-seven days. Officials must not conclude or arrange marriages for the period of 100 days; must not assist for one year at musical entertainments; soldiers and the public must not conclude or arrange marriages for the period of one month; must not assist at musical festivities for the period of 100 days. Officials, soldiers and the people in general must not shave the head for the period of 100 days, commencing from the day of the demise of the late Empress Dowager. The official despatches must be stamped with the blue seal and the endorsements must be made in blue ink for the period of twenty-seven days. Besides issuing the necessary proclamations, I have transmitted the Governor-General's instructions to the Intendants of Circuit in my province for further publication."

The Taotai has transmitted the Sacred Will with the necessary instructions to me, and I, the Magistrate, now obediently issue this proclamation for the information of the gentry and the public in general in the Settlements.

Let everybody obey!

A special proclamation!

Annexed is the text of the Sacred Will.
Kwang-sü, 7th year, 5th moon, 2nd day.

On the tenth day of the third moon of the seventh year of Kwang Sü the Empress Dowager Tzu-An-Twan-Yu-K'ang-Ching-Chao-Ho-Chwang-Ching sayeth:—I, who possess little merit, reverently received the official command of the Wen-Tsung-Hsien-Hwang-Ti (Hsien-Tung) to become His Empress. When the inheritance devolved upon the Mu-Tsung-Yi-Hwang-Ti (Tung Chih), his filial affection was most true, and I was grateful to him for his attention, which was most devoted and sincere. When the present Emperor entered upon the great succession, he was careful as to the viands supplied to me, made inquiries as to my health, and was by nature of a very filial disposition. Moreover, since he came to the Throne, he has diligently devoted himself to his studies, and his respect and virtue have thereby increased. My heart has been delighted and comforted beyond measure on this account. Although at the present time affairs are numerous and difficult, and although I have early and late occupied myself with affairs of State, yet my health has hitherto been robust, and I might have expected to live to a ripe old age and beyond the ordinary span of life. On the 7th of April I was suddenly indisposed. The Emperor was with me when I took medicine, inquired after my health, and prayed that I might speedily recover. Unexpectedly, however, on the following day my illness quickly assumed a serious aspect, and between 7 p.m. and 9 p.m. I was unconscious and could no longer remain. I am forty-five years of age, and for twenty years I have been a mother to the Empire; frequently I have shared in our country's joys, and titles have from time to time been bestowed upon me. What disappointment should I feel? My only thought is for the Emperor, who will have to experience a parent's death, which must cause him great grief. But the Person of the Emperor is connected with the whole Empire, so that he must all the more avoid grieving, and, looking upon the affairs of the Empire as of moment, comfort the motherly heart of the surviving Empress. The civil and military authorities

throughout the Empire will each sedulously perform the duties of his office and thereby perfect the government of the Empire. Thus will my spirit and the surviving Empress sincerely rejoice. With regard to mourning, the Emperor will in accordance with the former records wear mourning for twenty-seven days only. The great sacrifices must not be omitted, nor must the minor ceremonies be discarded. Again, I was of all others in the Palace the most economical and the least careful as to my dress. The mourning ceremonies are laid down in the Imperial Records and cannot therefore be omitted, but as regards the adornments of the dead, such articles may be diminished in number and they will not be wasted. This will be in harmony with my former habit. For these reasons, therefore, I now issue these instructions, which should be obeyed.
True translation,
C. FREUSBERG.

Proclamation.

The Magistrate of the Mixed Court issues the following proclamation:—
During the 100 days of the national mourning you, soldiers and people in general, are herewith strictly prohibited to shave the head. Anyone disobeying this prescript shall be severely punished, and the barber shops shall be closed.

Let everybody take note!

An important special proclamation!
Translated by
C. FREUSBERG.

Carriage Accident to Mr. Aubert—Decision of Arbitrator.—The following decision by Mr. Mowat, the Arbitrator to whom Mr. Aubert's claim against the Council was referred, is ordered to be published:—

In the matter of an agreement for reference between F. B. Aubert and the Municipal Council for the Foreign Community of Shanghai.

After hearing the evidence in this matter, I am clearly of opinion that Mr. Aubert is entitled to recover damages from the Municipal Council.

I assess the damages in respect of the pony at Tls. 100, and in respect of the harness at Tls. 20.

In conformity with our Rule that fixes the maximum limit of taxed costs at \$25.00 (including Court fees) where the amount claimed is under \$200, which it was in the present case, I fix the costs, to be paid by the Municipal Council to Mr. Aubert, at that amount (\$25) of which \$5.00 are Court fees.
R. A. MOWAT.

Supreme Court,
Shanghai, 3rd June, 1881.

Decided to forward cheques for these amounts.

Public Latrine.—Report from Inspector of Nuisances submitted, recommending that a latrine for native use should be built upon the vacant land belonging to the Council, adjoining the Lock Hospital, the Health Officer having reported that there is no objection to it.

Decided to instruct the Surveyor to have a latrine built as recommended.

Soochow Creek Foreshore, South side.—The following correspondence is ordered to be published:—

Shanghai, 3rd June, 1881.

DEAR SIR,—We, the undersigned, residents in the Soochow Road and its neighbourhood, beg to bring to your notice the present condition of the foreshore on the south side of the Creek. It has for some time been the receptacle for all kinds of rubbish, the odours from which are most offensive, and likely, as the hot weather comes on, to be a fruitful source of disease.

To remedy the evil, the Council need but to prevent the further deposit of rubbish, and level and turf the waste land.

We consider that the land in its present condition is not only an eyesore, but a source of injury to the public health, and we respectfully desire that the Council will kindly take the matter into consideration.

We are, Sir,

Your obedient servants,
GEORGE LANNING.
J. J. HEEMSKERK.
G. G. HOPKINS.
R. S. RAPHAEL.

To the SECRETARY of the
Municipal Council, Shanghai.

Shanghai, 7th June, 1881.

GENTLEMEN,—I have to acknowledge receipt of your letter of 3rd inst., directing attention to the condition of the foreshore on the south side of the Soochow Creek, and requesting the Council to prevent the further deposit of rubbish on it, and to have the waste land filled in and turfed over.

Your letter has been submitted to the Council, and, in reply, I am directed to say that they will give instructions to the Police not to allow any more rubbish to be deposited there, but that nothing can be done about filling in the waste ground until after the hot weather.

I am, Gentlemen,

Your obedient servant,
R. F. THORBURN,
Secretary.

To Messrs. GEORGE LANNING,
J. J. HEEMSKERK,
G. G. HOPKINS,
R. S. RAPHAEL.

Customs' Examination Shed on Bund.—Plans of the proposed alterations to the Customs' Examination Shed are submitted, along with tender from Joe and Ming-kee.

Decided to instruct the Surveyor to arrange for having the work commenced at once in accordance with the plans and specifications; half cost of alterations, &c., to be paid by the Customs.

Telephonic Communication.—The following letter from the Agent of the Great Northern Telegraph Company is ordered to be published:—

Shanghai, 1st June, 1881.

SIR,—On behalf of the Great Northern Telegraph Company, as their General Agent in China and Japan, I hereby beg to apply for permission to establish and work a Telephone system in Shanghai, on the same plan that has been adopted in America and Europe, viz., connecting the subscribers' private houses, offices, police and fire stations with a Central Telephone Station, through which the different subscribers can be easily put in Telephonic connection.

To ensure a pecuniary success to this undertaking in a Settlement like this, it is essential it should only be attempted by one concern, and I beg therefore to apply for exclusive right for a period of ten years.

I have the honour to be, Sir,

Your most obedient servant,
GEORGE J. HELLAND.

R. W. LITTLE, Esq.,
Chairman, Municipal Council.

Resignation of Councillor Burman.—Letter read from Mr. Burman, resigning his seat at the Board in consequence of his approaching departure from Shanghai.

New Municipal Regulations.—Draft letter from the Chairman submitted, to be addressed to the Ministers of the various Treaty Powers, requesting them to obtain the sanction of their respective Governments to the new Municipal Regulations and By-Laws.

The draft is approved of, and ordered to be written and copies forwarded to the Ministers through the Treaty Consuls, along with the Regulations and By-Laws, and Minutes of the Special Meetings of Ratepayers sitting in Committee, copies of the same to be sent to the Chinese authorities through the Senior Consul.

The Meeting then adjourned.

Amusements.

CRICKET.

"FIRST ELEVEN" v. "NEXT FIFTEEN."

This match was played on Saturday under tolerably favourable circumstances, and resulted in a somewhat easy victory for the "First Eleven." "The Fifteen," winning the toss, elected to bat, and were represented at the wickets by Messrs. Townsend and Valentine, to the bowling of Messrs. Tottie and Rowland. Mr. Townsend, after scoring five, was caught and bowled by Mr. Tottie, and the next four men in, Messrs. F. Smith, R. C. Renny, R. Dunman and J. Baird, only

made four runs between them, Mr. Valentine, meanwhile, putting together a well-played 20 before being disposed of. His score included a fine hit for five, which was loudly applauded, a couple of three's, and two two's, the remainder being singles. The only other member of the team who made anything like a stand in batting was Mr. Groom, who was run out after contributing 18 to the total, including two four's and two three's. All "The Fifteen" were disposed of for the comparatively small total of 70 runs. A glance at the bowling analysis will show that Mr. Tottie's bowling was very destructive, securing 11 wickets for 31 runs out of 75 balls. He bowled throughout the innings, whereas Mr. Rowland was relieved by Sleeman, and they each secured one wicket. The fielding of the eleven was fairly good.—The "First Eleven" first sent in Messrs. F. Anderson and C. Sleeman, while the bowling was entrusted to Messrs. Brown and Scott. Mr. Anderson succeeded, by steady play, in putting together one of the best scores of the match, 25, made up of two's and singles, with the exception of one four and two three's. Mr. A. Anderson played a hard-hitting innings, combined with good defence, for 22, only three of which were singles, while Mr. Rowland, the last man in, showed some of his old form by tying Mr. F. Anderson's score of 25. But he was not out; therefore Mr. Rowland may be fairly credited with the best score of the match. Mr. Tottie and Mr. Harding contributed 14 and 13 respectively, and with the exception of Mr. Sleeman, who made eight, the other scores are not worthy of mention. The innings closed for 119—49 more than their opponents. The bowling was well on, not a single wide being recorded, and the fielding, with a few exceptions, was creditable for the "Next Fifteen."

After the usual interval, the "Next Fifteen" went to the wickets again, and six of them were disposed of for 21 runs.

Appended is the full score:—

1st Innings.		2nd Innings.	
J. Valentine, b. Tottie	20	c. F. Anderson, b. Veitch	5
G. H. Townsend, c. and b. Tottie	5	c. Lamond, b. Veitch	0
F. Smith, b. Rowland	2	st. Anderson, b. Veitch	0
R. C. Renny, b. Tottie	0	c. Rowland, b. Sleeman	3
R. Duman, thrown out	0		
S. Walker, b. Tottie	1		
J. Baird, b. Tottie	1	c. and b. Veitch	2
J. McMorran, c. F. Anderson, b. Tottie	5		
J. S. Fearon, c. and b. Tottie	3		
F. A. Groom, run out	18	b. Sleeman	5
J. L. Brown, lb.w. b. Tottie	1		
W. C. Ward, c. and b. Tottie	1		
B. Rutledge, lb.w.	1		
C. H. Hutchings, b. Sleeman	3	not out	1
J. L. Scott, not out	1		
Byes	2		
Wides	6		
	70		21

The wickets fell as under:—

1	2	3	4	5	6	7	8	9	10	11	12	13	14
8	22	25	30	32	32	34	42	42	64	65	68	67	70
2nd Innings.													
1	2	3	4	5	6								
0	3	8	16	18	21								
BOWLING ANALYSIS.													
1st Innings.													
Bowler.	Balls.	Runs.	Maidens.	Wickets.	Wides.								
Rowland.....	60	24	1	1	4								
Tottie	75	31	3	11	1								
Sleeman	16	7	1	1	1								
2nd Innings.													
Veitch!.....	27	8	2	4	0								
Sleeman	25	8	1	2	4								
FIRST ELEVEN.													
F. Anderson, c. McMorran, b. Scott.....	25												
C. Sleeman, b. Scott	8												
W. Lamond, c. Renny, b. Brown	0												
A. Veitch, c. and b. Scott	0												
E. H. Gore-Booth, c. Brown.....	1												
W. H. Tottie, b. Brown.....	14												
A. Anderson, c. and b. McMorran	22												
S. Reynell, b. McMorran	10												
E. C. H. Dent, b. McMorran	0												
J. R. Harding, c. Townsend, b. Brown	13												
E. J. O. Rowland, not out	25												
Leg Bye	1												
	119												

The wickets fell as under:—

1	2	3	4	5	6	7	8	9	10
18	19	23	35	37	63	75	75	81	119
BOWLING ANALYSIS.									
Bowler.	Balls.	Runs.	Maidens.	Wickets.	Wides.				
Brown	97	66	2	4	0				
Scott	45	22	2	3	0				
McMorran	50	30	1	3	0				

NO. 1 CO., S.V.C., CHALLENGE CUP COMPETITION.

This Cup was shot for on Saturday morning, the competition beginning at 7 a.m. The atmosphere was cloudy, but the light was good. There was very little wind, but what there was, it was light, puffy, and variable. Private W. D. Little made the highest score, 87 out of a possible 105, and so became the owner of the Cup, which is now his property, as this is the third consecutive occasion on which he has won it.

Appended are the scores over 40:—

	200 yards.	Total.	500 yards.	Total.	600 yards.	Total.	Grand Total.
Priv. W.D. Little	443544-28	3555455-32	5443232-27	87			
Lt. Glass	4435445-29	3552453-27	2543555-29	85			
Priv. Buchanan	3424454-26	5455518-31	3533550-22	79			
" Valentine	4452535-28	5354443-28	4223322-18	74			
Sgt. Dowdall	3545443-28	3924434-20	2324504-20	68			
Priv. MacMorran	522222-17	2234553-24	2433024-18	59			
" Hunter	3352243-22	234224-17	2002044-12	51			

SHANGHAI SAILING CLUB.

The second race between boats belonging to this Club came off on Saturday afternoon, but did not, for want of wind, produce much excitement. The Club has so far had fine weather for its matches, but on both occasions the tide was about as awkward as it could be for afternoon sailing, and there was no wind beyond a puff now and then. Several of the best boats are still being fitted out for the season, yet nine boats assembled off the Garden at the hour fixed for the start. The race was a handicap to start from off the Police Hulk at 3.5 p.m., sail round Collyer's Dock Buoy, back, and round a boat moored off the Garden—twice round—for a yacht's crest-stand engraved with the name of the winner, but no prize was to be given unless the winning boat was back by 8 p.m.

The signal to start was made punctually at the time fixed, and the yachts crossed the line in the following order:—

	h.	m.	s.
The Arrow	3	9	20
" Fairy	3	9	30
" Maid of Kent	3	9	35
" Marion	3	10	00
" Fearless	3	10	35
" Ariadne	3	10	55
A keel boat (of which we did not get the name)	3	11	30
The H.M.S. Pinafore	3	12	40
" Charm	3	13	25

The tide had been running down about half an hour before the yachts started and there was then a very light air from the northward.

The handicap was as follows:—

The Fairy	H.M.S. Pinafore		
" Charm and	Arrow	to start scratch.	
" Ariadne and	Maid of Kent	to receive 5 minutes.	
" Marion and	Falke	" " 15 "	
" Phantom	Fearless and	" " 20 "	
" Snipe			

Beating down past the wharves all set small jibs and various alterations in the relative positions of the boats took place, the Fairy and Arrow being to the front, and the keel boat being rigged rather for strong winds than this sort of weather was last, and soon after gave up a contest so unsuited to her capabilities.

As the boats approached Collyer's Dock a pleasant breeze from the eastward sprang up. The Arrow, who was then a long way to windward of the fleet, made straight for the buoy, and, passing between the end of the long line of fishing boats moored above the Dock, was delayed for an instant by running foul of one of them, and safely reached the buoy a long time in front of the other boats, who had to beat up to it against the newly sprung up wind.

The buoy was luffed round as follows:—

The Arrow	4.22½
" Fairy	4.24
" Ariadne	4.25
" Charm	4.25½
" Maid of Kent	4.27
" Fearless	4.28
" Marion	4.28½
" H.M.S. Pinafore	4.29

In approaching and rounding the buoy the Maid of Kent and Marion each went up one through the boats previously in front of them giving the buoy an unnecessarily wide berth. For the return journey all available sail was set including top-sails, flying jibs on regular flying jib-booms, balloon jibs with working jibs under them, and one boat got the tacks of two jibs to the bowsprit end and trimmed the clue of one forward on a spar and the other aft. All took the Hongkew shore returning, and the H.M.S. Pinafore passed the Marion, and the Ariadne passed the Fairy, and the Charm, having touched the ground, had to take in her jib, and was passed in succession by the Maid of Kent and the Fearless. At the Naval Yard the boats recrossed to the Pootung side and were then in the following order; Arrow 1st; Ariadne 2nd; Fairy 3rd; Maid of Kent 4th; Fearless 5th; Charm 6th; H.M.S. Pinafore 7th; Marion 8th. Sailing close hauled up the shore was a long job, and the only alteration in the relative positions of the boats was made by the Fearless passing the Maid of Kent to windward.

The boats rounded the stake boat off the Public Garden in the following order:—

	h.	m.	s.
Arrow	5	24	
Ariadne	5	30	30
Fairy	5	32	40
Fearless	5	34	15
Maid of Kent	5	42	15
H.M.S. Pinafore	5	45	40

The wind was then very light indeed, and a strong ebb tide was running, which made it look very doubtful whether the race could be finished by eight o'clock, the stipulated time; and only the Arrow, Ariadne, Fairy and Fearless headed down the river again, the remaining boats going home. The four adventurous boats drifted down to the mark buoy in the following order, Arrow, Ariadne, Fairy, Fearless. The Arrow arrived at the turning point about fifteen minutes before the Ariadne and Fairy, but finding that the tide was stronger than the wind, and that she was progressing stern first towards Woosung, she anchored. The other two boats, as they came up, followed suit. Some time afterwards the Fearless arrived, bringing a slight air of wind with her. She was then unable to get in shore out of the tide and gradually about one foot per minute began to forge ahead. The others seeing this got up their anchors and followed her example, crawling up along the piles of the wharf, the Arrow, Ariadne and Fairy close together, the Fearless 150 yards ahead. The Ariadne attempted to get between the Arrow and the piles. A collision seemed likely, but a vigorous push on the bowsprit of the Ariadne by the chief steward of the Arrow made the former resume her place.

A slight breeze now sprang up and the Arrow, Ariadne and Fairy made for the Hongkew side, the Fearless sticking to the Pootung side all the way home. Off the Tannery the Arrow was level with the Fearless, and began to drop the other two. A good race took place between the

Ariadne and Fairy, but they lost much ground by steering out where the tide was strongest against them. The *Arrow* gradually increased her lead and passed the winning post at 7.54.40. The *Fearless* passed at 8.15.20. The *Arrow* wins, notwithstanding that she had to allow the *Fearless* 20 minutes. As far as we could make out in the dark, it appeared to be a splendid tussle between the three last boats.

Miscellaneous.

THE SUPPLEMENTARY TREATY BETWEEN GERMANY AND CHINA.

We publish below a copy of a translation of the supplementary treaty between Germany and China, and for our comments thereon, we refer our readers to page 573:—

H.M. the Emperor of Germany, King of Prussia, &c., in the name of the German Empire, and H.M. the Emperor of China, actuated by the desire to secure the better performance of the treaty of friendship, navigation and commerce, of the 2nd September, 1861, in fulfilment of the stipulation contained in the 41st clause of this treaty, by which the High Contracting German States shall, on the expiry of 10 years, have a right to demand a revision of the treaty, have determined to conclude a supplementary Convention to this treaty. For this purpose they have nominated as their Plenipotentiaries, viz:—

H.M. the Emperor of Germany, King of Prussia, &c., his Ambassador Extraordinary and Plenipotentiary Minister to H.M. the Emperor of China, Max August Scipio von Brandt.

And H.M. the Emperor of China, the Ministers of the Tsung-li Yamén, the Secretary of State, Assistant Member of the Grand Secretariat and President of the Board of War, Shen Kue-fen, and the Secretary of State and President of the Board of Finance, Ching-lien.

Who, after having communicated their powers to each other and having found the same in good and due form, have agreed to the following Articles.

ARTICLE I.

Chinese Concession.—The ports of I-ch'ang in Hupeh, Wuhu in Anhui, Wenchow in Chékiang, and Pakhoi in Kuang-tung, and the landing places Tatung and Anking in Anhui, Hukow in Kiangsi, Wusieh, Luchikow and Shashih in Hukuang, being already opened, German vessels shall also further be permitted to stop for a while in the port of Woosung in the province of Kiangsu to embark or discharge merchandise. The necessary regulations for this purpose shall be prepared by the Taotai of Shanghai and other competent officials.

German Concession.—In the case of concessions made by the Chinese Government to another Government with which special joint stipulations of execution are connected, Germany, while claiming these concessions for itself and subjects, will also give its consent to the stipulations of execution combined with them. Article 40 of the treaty of 2nd September, 1861, is not affected by this stipulation and is hereby expressly confirmed. If, by virtue of the same, subjects of the Empire claim privileges, immunities or advantages

which may be granted by the Chinese Government to another Government, or to the subjects of any other nation, they shall also be subjected to the stipulations of execution connected with them.

ARTICLE II.

Chinese Concession.—German ships which have already paid tonnage dues in China shall be allowed to visit all the other open ports in China, as well as all non-Chinese ports without exception, without being required to pay tonnage dues again within the term of four months. German sailing vessels which lie longer than 14 days in one Chinese port shall only pay the half of the tariff rate of tonnage dues for the time beyond this period.

German Concession.—The Chinese Government shall also have the right to appoint Consuls to all those places in Germany to which Consuls of other Powers are admitted, and they shall enjoy the same rights and privileges as the Consuls of the most favoured nation.

ARTICLE III.

Chinese Concession.—In all the open ports of China where it is considered desirable by the foreign trading community and the local circumstances appear to render it practicable, the Chinese Commissioner of Customs and the other officials concerned shall themselves take in hand the erection of entrepôts (bonded warehouses) and at the same time prepare the requisite regulations.

German Concession.—German vessels visiting the open ports in China must hand in a manifest containing exact statements of the quality and quantity of the wares. Errors which may have crept in it may be corrected within 24 hours (Sundays and holidays not included.) False statements of the quantity or quality of the wares shipped will be punished by the confiscation of the wares concerned, and further by a money fine levied on the Captain, which, however, may not exceed five hundred Taels.

ARTICLE IV.

Chinese Concession.—On native Chinese coal, which is exported by German merchants from the open ports, the export duty is hereby reduced to three (3) mace per ton; on coal exported from those ports where a lower duty is already established, this lower rate is still to subsist.

German Concession.—When any one, not in possession of the prescribed certificate, shall pursue the trade of pilot for any kind of vessels, he shall be subject to a money fine, which may not exceed one hundred Taels for each case. Regulations for the exercise of due control over sailors also be agreed to as speedily as possible.

ARTICLE V.

Chinese Concession.—German ships requiring repairs in consequence of damage sustained either in port or out of it shall not have to pay tonnage dues for the time—to be fixed by the Custom House—occupied for the repairs.

German Concession.—Chinese-owned ships may not make use of the German flag. Neither may German ships make use of the Chinese flag.

ARTICLE VI.

Chinese Concession.—In the event of German ships which have become unsea-

worthy being broken up in an open port in China, their materials may be sold without import duty being levied on them. However, when the materials are to be landed, a "permit to discharge" must first be obtained for them in the same way as takes place for wares.

German Concession.—If German subjects, without being in possession of a pass issued by the Consul and stamped by the authorised Chinese official, betake themselves to the interior for pleasure journeys, the local officials are conceded the right to send them back to the nearest German Consulate for the exercise of the necessary supervision over them. Offenders shall, besides, be subject to a fine to the extent of three hundred Taels.

ARTICLE VII.

Chinese Concession.—Materials for German docks are duty free. A list of those articles which, by reason of this stipulation may be imported duty free, is to be prepared and published by the Inspector-General of Customs.

German Concession.—Inland passes for wares of foreign origin issued to German subjects, as well as travelling passes issued to German subjects, shall be valid only for the period of thirteen Chinese months, counting from the day of issue.

ARTICLE VIII.

The settlement of questions concerning the exercise of justice in mixed cases, the taxation of foreign wares in the interior, the taxation of Chinese wares in the possession of foreign merchants in the interior, and the relations between foreign and Chinese officials is reserved for special negotiations, into which the respective Governments hereby declare themselves ready to enter.

ARTICLE IX.

All the stipulations of the former treaty of the 2nd September, 1861, which are not altered by this agreement, are hereby again confirmed, as both parties expressly declare. But with those articles which are affected by the present agreement, the altered construction (wording) shall be considered as binding (ruling).

ARTICLE X.

The present supplementary Convention shall be ratified by the respective High Authorities, and the ratification protocols shall be exchanged within one year from the day of signature in Peking. The stipulations of this agreement come into operation on the day of exchange of ratifications.

In witness whereof the Plenipotentiaries of the two High Contracting Parties to the above agreement have signed with their own hands and affixed their seals to four copies each in German and Chinese text, which have been compared and been found to agree with each other.

Done in Peking the 31st day of March, in the year of Our Lord, 1880, corresponding with the 21st day of the 2nd month of the 6th year Kuang Sü.

(Signed) M. VON BRANDT.

(Signed) SHEN KUE-FEN.

„ CHING LIEN.

SET OF SPECIAL STIPULATIONS OF THE
SUPPLEMENTARY CONVENTION.

In the interest of greater distinctness and completeness it has appeared desirable to complete the Supplementary

Convention by a number of special stipulations. The following stipulations must be adhered to by the subjects of the two contracting parties in the same manner as the stipulations of the treaty itself. In witness whereof the Plenipotentiaries of both States have affixed their seals and signatures thereto.

1.—In consequence of the newly granted privileges for the port of Woosung in the Kiangsu Province, it is there permitted to German ships to receive and to discharge merchandise which is either intended for Shanghai or comes from Shanghai. The Customs Taotai in Shanghai and the other competent officials shall, for this purpose, have the right to prepare regulations for the prevention of duty defraudation and improprieties (irregularities) of all kinds, which shall be binding on the trading communities of both countries. German merchants are not allowed to build landing-places, mercantile houses or warehouses at the said place.

2.—An attempt if entrepôts (bonded warehouses) can be established in the open ports of China shall shortly be made in Shanghai. For this purpose the Commissioner of Customs at the said place and the Inspector-General of Customs shall forthwith prepare regulations appropriate to the local circumstances, and the establishment of this bonded warehouse shall then be taken in hand by the said Commissioner of Customs and colleagues.

3.—If any wares on board of a German vessel, for whose discharge a written permit of the Custom House is requisite, are not entered on the manifest, the offence (mistake) of a false manifest shall thereby be held to be constituted, no matter if a certificate signed by the captain of the receipt on board of these wares is existent or not.

4.—If a German ship has become in want of repairs in consequence of damage sustained in one of the open ports in China, or out of the same, the time required for the repairs shall be taken into account for the term at the expiry of which tonnage dues have to be paid—should it appear, however, that only a pretence has been made and that the intention is to evade legal payments to the Customs, the vessel in question shall be subjected to a money fine corresponding to double the amount of the tonnage dues of which it was attempted to evade payment.

5.—Vessels of all kinds belonging to Chinese subjects may not make use of the German flag. If, however, decided grounds for suspicion present themselves that this has taken place, the Chinese official concerned shall address an official communication to the German Consul about it, and should it be proved, in the course of the enquiry instituted by him, that the vessel is, in fact, not justified in flying the German flag, the vessel, as well as the wares on board, so far as they belong to Chinese merchants, shall at once be delivered to the Chinese officials for their further disposal. Should it be shown that German subjects have knowledge of the circumstance, those participating in the practice of this irregularity, all the wares found in the vessel belonging to them, will become liable to confiscation, and they themselves to the legal penalty. If a German vessel flies the Chinese flag in

an unauthorised manner, in the event of its being proved on an enquiry conducted by the Chinese officials that the vessel is, in fact, not justified in flying the Chinese flag, the vessel, as well as the wares on board, so far as they belong to German merchants, shall forthwith be surrendered to the German Consul for further disposal and punishment of the offenders. Should it be shown that German owners of wares have knowledge of the circumstance and have taken part in the practice of this irregularity, the wares belonging to them found on board the vessel will collectively become liable to confiscation on the part of the Chinese officials. Wares belonging to Chinese can at once be confiscated by the Chinese officials.

6.—If in one of the open ports in China, at the sale of the broken-up materials of a vessel which has become unseaworthy, an attempt is made to include (smuggle in) wares belonging to its cargo, these wares shall be liable to confiscation; and, further, a fine shall be levied corresponding to double the amount of the import duty which would otherwise have been levied.

7.—If German subjects with foreign wares go into the interior or undertake travels in the interior of the country, the passes or certificates issued to them shall be valid only for 13 Chinese months reckoned from the date of issue, and may not be used any more after the expiry of this period. The expired passes and certificates must be returned for cancellation to the Customs official within whose official district they were issued.

Note.—If a pleasure journey is undertaken in such distant regions that a period of one year does not appear sufficient, this must be noted on the pass at the time it is issued, by reason of an agreement between the Consul and the Chinese official.

Should the return not be made, no pass will again be issued to the concerned until this is done. Should the pass be lost, no matter if it happens within the period, or after expiry of same, the concerned must forthwith place on record a truthful statement about it with the nearest Chinese official. The Chinese official concerned will then take further steps concerning the invalidation of the pass. Should the statement put on record be shown to be untrue, if the transport of wares is concerned, the wares shall be confiscated, but if a journey is concerned, the traveller shall be taken to the nearest Consul and be handed over to him for punishment.

8.—Materials for German docks enjoy the privilege of duty free importation into open ports only in so far as they are actually to be applied to the repair of vessels. The Customs official has the right to convince himself of the manner in which these materials are made use of, by the evidence of officials sent to the dock for that purpose. In the case of the new building of a vessel, duty will be calculated on the materials used in it, in so far as these are included by name in the import or export tariff, at the tariff rate; on those articles not included in the tariff, at 5% *ad valorem*, and the merchant concerned will be held bound to pay this duty subsequently to the Custom House. Whoever desires to build a dock must obtain a cost-free

concessionary certificate, and sign a written obligation whose contents and wording are to be settled in appropriate form by the Customs office concerned.

9.—Article 29 of the Treaty of 2nd September, 1861, shall have application to the monetary fines settled by the present Supplementary Convention.

Done in Peking, the 31st March in the year of our Lord, 1880, corresponding with the 21st day of the 2nd Moon of the 6th year Kuang Sü.

(Signed) M. VON BRANDT.

(Signed) SHEN KUE-FEN.
CHING LIEN.

FROM CHEFOO TO PEKING.

An occasional correspondent has sent us the following interesting narrative of his journey from Chefoo to Peking overland:—

I have just completed a journey overland of about 700 miles from Chefoo to Peking through the provinces of Shantung and Chihli, *via* Tsi-nan-foo, Tuh-chow and Ho-kien-foo, and have taken a few notes which may prove interesting to your readers. For brevity I will sum up what I have to say under a few heads.

THE GENERAL ASPECT OF THE COUNTRY.

This was very beautiful, especially in the eastern districts. During the winter snow had fallen in abundance and several genial showers had ushered in the welcome spring; so that the wheat crops were far advanced and the orchards most promising. There had been less snow in the western portions, and consequently after we had crossed the Yellow River a marked difference appeared. The wheat there was stunted and sporadic, and the country dry. In many places the farmers were re-sowing parts of their wheatfields. The aspect of matters improved as we approached Peking. Thus, on the whole, I think we are justified in anticipating an average yield of wheat. Latterly the season has been extremely dry, and unless rain fall speedily the millet and pulse crops will suffer severely.

THE CONDITION OF THE PEOPLE.

We passed through the chief famine districts both of Shantung and Chihli, and were careful to observe the present state of matters. The relics of the famine were very obvious in the shape of roofless and dilapidated houses—doorways and windows without frames,—built up with mud (the frames having been sold for food); casual wards outside the cities where the famished found shelter; but that was all. The people, as a rule, appeared prosperous and contented, and several of the cities in a better state of repair than ever I saw them. This was emphatically the case with Tsi-chow-foo,—round which the famine raged so fiercely. The shops there were finer, the trade better, and everything flourishing; much more so than on former visits. The country towns had also recovered. Markets were as numerous attended, and as full of all kinds of merchandise as ever, schools all resumed, and the natives as eager to buy our new, and especially illustrated, books as ever they were. The conclusion I came to was this; that the famine had made the rich richer, the agricultural classes poorer, and had swept masses of the indigent away by death and emigration. Yet to our eye there appeared no diminution of the population. Multitudes, multitudes, everywhere of well-to-do people. How great and quick is the recuperative power of the Chinese! I must, however, qualify this by saying that the above remarks apply mainly to Shantung, for the traces of suffering were still only too evident in many places in the centre of Chihli, and the aspect of the country people in that district is much

more disheartening and forlorn than elsewhere. The towns and town population, however, appeared to much more advantage, showing that they had quite recovered.

I am also happy to be able to report a decided improvement in the disposition of the people towards foreigners—especially in the eastern and central portions of Shantung. Formerly there was marked opposition. Now that has in a great measure passed away, and as regards a very large section of the people there is a feeling of welcome. "Fear and dread of us" is nowhere. Boys, girls and women stand as we pass—manifesting no alarm. We were often invited into their houses, and having entered, found a hearty reception. Not a few leading men amongst them have shown us most marked attention and kindness. In Chihli the sentiment was somewhat different. At not a few places the opprobrious name was still applied to us, and on one or two occasions mud and stones were thrown.

THE ROADS AND PUBLIC WORKS.

The highways were just as they were years ago, and even where there had been some attempt at improvement the repairs had been allowed to relapse into the old state.

As we passed through Chihli, however, we found a good deal of attention being paid to the draining of canals and opening of outlets which had been closed for years; and a fair attempt being made to open up water communication with the west and south. At one place we came on crowds of labourers, like so many ants, carrying away their baskets of mud; others building bridges; and were told that 70,000 men were employed in this work. Returning by canal from Peking we found that there were two steam dredgers on the rivers and canals towards the west of Tientsin; small, yet efficient so far as they go, and we also heard that there was another steam dredger working at Tsi-ning-chow in the south-west of Shantung deepening the Grand Canal in that quarter, but for this we cannot vouch. These are good omens!

I am also happy to report great progress at the coal mines near Kai-ping-nien. The engineers there have reached one seam of good coal, but are going deeper to find a yet richer seam. The two shafts are in excellent operation. Steam is employed in raising and lowering; a road has been built to the canal fit for rails, and nearly eight miles of rails already laid. Limestone, building-stone and fire-clay are all found in the neighbourhood, and the engineers are most sanguine as to the result. They have erected very commodious premises, and have built nine fine bridges of different materials and in various styles of architecture to show the Chinese what can be done. Their premises are also lit up with gas, made, as I understand, from the coal on the spot. All success and honour to them, and I trust this is but the commencement of a new era, for the more I know the country the more I am persuaded of the boon of cheap fuel to all classes, and how greatly a railway would enrich the farmers, especially in those provinces and districts where there is no canal communication.

I should also mention that the arsenals at the capital of Shantung and at Tientsin go on as vigorously as ever. I was also told that H.E. Li Hung-chang's yamen is lit up with gas—another indication of the large-mindedness of this leading statesman.

The materials for the telegraph had for the most part arrived at Tientsin, and also several foreign electricians, so that there is a good prospect of telegraphic communication being established very soon between that city and Shanghai. I know too well that the arrival of machinery does not always indicate action on the part of the Chinese; but in the present instance there is really every reason to think they are

in earnest. I have also the best authority for saying that the high authorities in the Tsung-li Yamèn have actually commenced to talk about a railway to Tientsin, but as yet no overt action of any kind has been taken. What the outcome may be, who can tell? Yet a railway between these two cities cannot be far in the future.

PROTESTANT MISSIONS.

I am happy to say that I found the state and prospects of missionary work most encouraging. When I first went through this province in 1865 there was not a Protestant Christian among the whole native population, except at the port of Chefoo and Tung-chow-foo; nor a solitary mission station, while the people of all grades mistrusted us in all directions. What a change! According to recent statistics there are now over 2,800 professed converts in Shantung alone, and six ordained native ministers. We have a string of stations at lesser or greater distances from Chefoo to Peking, and clumps of converts dotted all over the province. Our object is now known; the leading doctrines of our faith pretty generally understood; our visits welcomed and ourselves received as friends into the houses. For some time past there has been an increasing ratio of baptisms each year.

We trust this will continue, for independently of spiritual results the advancement of Christian missions means prosperity in every department, both for the Chinese and the foreigner.

Yours truly,

A. W.

Chefoo, 6th June, 1881.

THE CHINAMAN-CRAIGLANDS RELIEF FUND.

Mr. W. Handyside Tapp, the Honorary Secretary and Treasurer of the above fund, has forwarded us the following letter for publication:—

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY,

London, 6th May, 1881.

SIR,—I have the honour to acknowledge the due receipt of your letter, dated 11th March, enclosing three cheques, together value £450.12.8, also papers with detailed account of the disastrous collision between the *Chinaman* and *s.s. Craiglands*.

The three recipients of this benevolent aid granted by your "Relief Fund Committee" have now been fully identified, and the money handed over; special care having been taken, in each instance, that it should be paid to the individuals themselves, with good advice as to its investment in such a manner as to prove of the greatest benefit to them. Widow Burton, whose husband was a member of this Society, received relief also from us in February, on her application, at his death, through our Hon. Agent at Hartlepool, whose good services have now again been utilised on her behalf.

Herewith I beg to transmit to you duplicate copies of the receipts given to me for the amount allotted, in each case, as follows (original stamped documents being officially retained here):—

1.—Mrs. Ellen Burton, 5, Freville St., W. Hartlepool, dated 4th May, 1881, for £180.5.1.

2.—Messrs. Park Bros., 52, Gracechurch St., London, dated 3rd May, 1881, on behalf of the child of Captain and Mrs. Mackenzie, for £180.5.1.

3.—Mrs. Eizth. Lamont, 1, Gladstone St., London, S.W. (late of E. I. Dock Road, E) for £90.2.6.

In thus communicating with you as to the receipt and disposal of the respective sums so generously collected by your Committee, I am specially to assure you of the extreme gratification with which the Board of management of this Society have, in accordance with the request conveyed to me, placed the resources of the Society's executive at disposal, for the purpose of fully carrying out your Committee's benevolent intentions; and I would also add an expression of my

own personal satisfaction at having been made the medium of communication with you upon such a subject.

I remain, Sir,

Faithfully yours,

W. R. BUCK,

Secretary.

W. HANDYSIDE TAPP, Esq.,
H.B.M.'s Registrar of Shipping,
etc., etc., etc., Shanghai.

DEAN BUTCHER ON THE DEATH OF LORD BEACONSFIELD.

By special request we now publish the sermon preached at All Saints' Church, Cairo, on April 24th, by the Very Rev. Dean Butcher D.D., on the death of Lord Beaconsfield.

ISAIAH, III. 1, 2, 3.—"For, behold, the Lord, the Lord of hosts, doth take away from Jerusalem and from Judah the stay and the staff, the whole stay of bread, and the whole stay of water. The mighty man, and the man of war, the judge, and the prophet, and the prudent and the ancient. The captain of fifty and the honourable man, and the counsellor, and the cunning artificer, and the eloquent orator."

Isaiah puts together two things; Judah is to be visited by two misfortunes. 1st.—The famine of bread. 2nd.—The dearth of men. There is something striking in the way in which the two are connected. If there is one thing more true than another in the life of the individual and the Church it is that they do not, they cannot, live by bread alone. There is need of a higher and of a spiritual sustenance. This truth is one declared by Our Lord and recognised in the religious history of man. Here we find, if I may so speak, Isaiah anticipating the Divine idea and applying it to secular life, if the Hebrew kingdom could be called secular. At least he puts so closely together the famine and the national losses that he suggests an analogy between the two, and seems to say of the realm, the loss of the whole stay of bread and the whole stay of water is heavy, but the stay of patriots and sages is as important, and when these props are moved the fall of the house is great.

I suppose to-day in every church and chapel where English people congregate the preacher will turn away for a brief moment from the usual subjects of reflection at this season, and speak of the illustrious man whose sick bed has been watched so anxiously and whose loss suggests so many thoughts.

It has been truly said that there are at certain times "landslips of men." The good and wise oftentimes pass away in groups and a country seems terribly bereaved and weakened by the loss of those who through long years have been the pillars of its strength and the representatives of its power. Since Christmas England has suffered three calamities akin to that which Isaiah speaks of as about to befall his country. First went the woman who cultivated her genius with such sedulous skill, the many-gifted writer who made English life and old Italian life breathe with a fresh and wondrous vitality, the author of *Adam Bede* and *Romola*. Was she not in fiction and poetry "a cunning artificer?" Then later there passed from the midst of the generation he had so deeply influenced a writer to whom the Scripture words indeed apply, of whom they are the best description, for surely the words "the prophets, the prudent, and the ancient" apply in no imperfect sense to Thomas Carlyle. He was, in spite of narrowness and ruggedness and strongly marked defects, a man whose thoughts had been the intellectual food of the nation, "the stay and the staff" of many a wavering mind and an answer given to the questions of many an enquiring spirit; a man not altogether to be followed, but yet one who found out certain truths and told them in a fearless way and was to hundreds "a prophet," whose grey head was crowned with the veneration that springs from gratitude. And now a third blow has fallen upon us and one who was in a special manner "the counsellor" and "the eloquent orator" has been removed.

This is not a place in which one should speak of politics. The clash and jar of rival parties are to be kept out of church. It is sad enough and shameful enough that we should ever have Christian unity broken by the rancour of religious disputes. It would be worse

than folly to try and bring political topics, a new disturbing element, into the pulpit. But we may regret the loss our country has sustained without reference to these incongruous subjects. From the life of the conspicuous statesman whom Death has taken away, we shall find lessons which may be discovered without any reference to the strife of the Senate or the hustings. There is no man too advanced in age or intellect, there is no child at school who can afford to miss the teaching of Lord Beaconsfield's life.

It will be almost impossible to omit in any book of instructive biographies the mention of that amazing energy and often baffled, but ever renewed, perseverance which conquered as many difficulties as ever beset the hero of an epic or the champion of a legend. There was never a career more heavily weighted with burdens, more thickly beset with hindrances than the career of the late Prime Minister. There is something bracing and encouraging in looking at such unrelenting diligence, at such calm prevision of the future, and such confidence in the ultimate success of work. Blows fair and unfair (far too many of the latter) fell upon the struggling man in his early days, but thoroughly determined to win he still hacked, on the fight. Often making mistakes and having to retrieve them, but steadily making his enemies to be at peace with him, diligent in his business, loyal to his Sovereign, earning every step by work.

Of course no man can preserve in the thick of political life the character of a cloistered saint. He has to do rough work and use rough instruments and to be concerned in transactions which too often rub the delicate gloss and polish from the moral sense and spoil the edge of the conscience. As the rival of Lord Beaconsfield said, "a man runs the risk of becoming a politician instead of a man in politics." It is honourable in the statesman who is gone that he always preserved a superiority to popular cries. He never howled with the wolves. He checked the violent bursts of passion that the multitude too often give vent to, and remembered mercy when too many statesmen forgot it. I think Disraeli's speech at the time when England was clamouring for the blood of the sepoys and asking to have them impaled, flayed and burned alive should never be forgotten. He declared that if such a temper were encouraged we ought to take down from our altars the images of Christ and raise the statue of Moloch there, and he protested against making Nana Sahib the model for the conduct of a British officer. The remark sounds an obvious one now, but those who recall the state of mind prevalent at the time and the difficulty of making the voice of clemency heard will do justice to the courage of him who remained in that hot and angry hour "a man in politics....."

Those who believe that every good gift comes from above will not esteem it profane to refer to such a homely virtue as self-control, and to point to the character of the late Minister as a great example of it. He held himself in hand; such talents as he possessed, and they were many and varied talents, were sternly and strongly grasped by his will. He presented the rare example of an orator rarely carried away by his oratory. He had a power of repressing himself which was an amazing proof of strength. His temper was bridled and held in check with singular force and vigilance of observation. Though provoked as men must be in debate over and over again he preserved the same equable calm. The world called him a cynic and an actor, but how little the world knows of men's real characters. Our judgments are superficial at the best. But this one quality must not and cannot be other than a praiseworthy quality. The matchless temper, the constant self-control are precious gifts. "Better is he that ruleth his spirit than he that taketh a city."

I must release your attention, but one thought remains. When Louis XIV. died, the French orator mounted the pulpit and addressed the splendid court, the statesmen, the generals, the flatterers, with the one impressive sentence, "God alone is Great." Carved, I believe, on the tomb of the Spanish Cid occurs the sentence from Scripture:—"How are the mighty fallen and the weapons of war perished." These two texts ring in one's ears when any of the foremost spirits of an age depart. We say they

were "mighty" as he who is gone was mighty in eloquence, in perseverance, in self-control, but "God alone is Great." "The Lord killeth and maketh alive; he bringeth down to the grave and bringeth up." The Lord maketh poor and maketh rich: he bringeth low and lifteth up." And in His presence let "the weapons of war," even the weapons in the use of which he who is dead excelled, "perish." We have noticed how during recent days the vehement cries of party have been deadened as men lower their voices to a whisper when they enter a sick room. Those who were most bitter with Lord Beaconsfield a few weeks ago have been dumb of late. The temple of silence and reconciliation has seemed so near that men have ceased to struggle and wrangle for a space even before they entered its portal. There is no stronger proof of the littleness of the burning questions that fire men's rage than the way in which they are suddenly put into their true place by realities like sickness and death. Compare the language of a few months ago with the language we read lately, and you see the truth of the epithets applied to Death by Raleigh when the shadow of the scaffold lay across his path. Yes! well did he call Death "Just," "Eloquent," and "Mighty." Now, my friends, take this solemnising thought home. No man dares rail and bicker when the solemn words of the burial service are sounding in his ears. Think of this in public, aye, and in private and domestic differences. Ask yourself when meditating some evenenomed speech: "Could I say this if I knew the person to whom I am going to address it was about to die?" Of course you could not. No! we can only think of what is best in a man when the Angel of Death is near. Let the weapons of strife "perish." Think of all that is noble and generous, not of the meaner and baser elements. But knowing how weak the strongest of us is, and how mixed with evil are our best actions—Pray for pardon—Pray for strength to Him who dwells in the Light of Eternity where

"beyond these voices there is PEACE."
—*Egyptian Gazette.*

LOSS OF THE BRITISH STEAMER "ELGIN."

We have already announced the wreck of the steamer *Elgin*, and now publish the following account of the disaster, which we take from the columns of the *Daily Press*.

Some anxiety has been felt in Hongkong for several days for the safety of the British steamer *Elgin*, which was overdue from Saigon, and from the Ocean Steamship Company's steamer *Nestor*, which arrived on the 4th inst., a rumour was spread which left no doubt, if true, as to the fate of the unfortunate vessel. The steamer *Elgin* last left Home on the 26th December, 1880, Newcastle being the port of departure, and since then had been trading between India and the Straits. She made a voyage from Singapore to Saigon, and left the latter port for Hongkong, laden with rice, on the 24th of May, and, having met continuous bad weather for several days, ultimately struck the Bombay Shoal in a furious gale and became a total wreck. The captain, officers, crew, and passengers, to the number of 50, left the steamer in three boats, but up to the time of writing only one has arrived at this port, that in charge of Mr. Ross, the chief officer, which was picked up by the French transport *Drac*, on Saturday morning, a few minutes before noon, in lat. 21.4 N. and long. 113.37 E., the men having been in the boat since the previous Monday morning. It is hoped, however, that the rumour from the *Nestor* may be true that the boat in charge of the second mate was picked up by the *Loudoun Castle* as that vessel was prosecuting her voyage south, and that a telegram will be shortly received from Captain Miller announcing his safe arrival at Singapore. The following brief narrative of the voyage, as related by Mr. Ross yesterday, shows the extraordinary violence of the late storm, and the course which it took after passing to the southward:—Left Saigon on May 24th about 11.30, and passed Cape St. James at

6 o'clock same day. The weather was fine, clear, and dry, with light variable winds; and these conditions were experienced on the following day and up to noon of the 26th, when a northerly swell was met, and the wind, which was increasing, by evening had developed into a strong N.N.W. breeze. The sea increased a good deal as night came on, and the wind blew a fresh gale and awnings had to be furled; the wind had risen at midnight and such a sea was running that the vessel shipped lots of water, and this weather continued all night. On the 27th, the morning showed no improvement and the engines were slowed at 2 a.m.; by noon a hard gale was blowing, and at 2 p.m. it had attained hurricane force, the ship labouring heavily. At 3 o'clock six of the Chinese deck hands were badly injured, and a tremendous sea was afterwards shipped which carried away the ventilator from the forecabin and filled that part of the ship with water. At 4 p.m. the barometer read 29.21, which was the lowest point reached during the storm, and the weather of the afternoon of the 27th continued throughout the night, till, at a quarter past two a.m. on the morning of the 28th, the *Elgin* struck a reef, bumping forward and midships. The engines were immediately put full speed astern, but without any visible movement of the vessel, and, finding her immovable, cargo was thrown overboard; this had no effect, and at 4 a.m. she bumped so heavily that she commenced to fill. Soundings were taken of the water round the vessel and cargo continued to be thrown over all day, and by this time she had acquired a considerable list to port; but all efforts were fruitless, and as the tide fell her list increased and her fore and main holds were full of water, the dry reef becoming visible as the tide went down all round to the Eastward. By 6 p.m. the men were utterly unable through exhaustion to do anything more, but since noon the ship had settled into a quiet position. On the morning of the 29th, the tide rising and a heavy sea running over the reef, it was determined that, as the ship commenced to bump again and she was stuck so fast as to shut out all hope of getting her off, the boats should be provisioned and got ready. This work proceeded during the day at intervals which occurred in the dreadful weather, and by sunset was completed. The boats lay by the ship all night, and at sunrise next morning a start was made in three boats. Eight Europeans, and 42 others, crew and passengers, mostly Chinese, left the wreck in safety, but two or three, so far as is known, died of exposure after exhaustion. The boat in charge of Mr. Ross made most headway, so much so that just before sunset he put about to hail the captain, whose boat was astern of the other two. Mr. Ross last saw the captain and second officer and their respective boats at sundown on Monday evening, although he saw both their lights at 11 a.m. that night. They were steering N.E. course with a not unfavourable wind on Monday, and on Tuesday Mr. Ross was enabled to take an observation and found his position to be lat. 17.1 N. long. 113.26 E. All this day nothing was sighted, and the next day a disagreeable change in the weather took place, and heavy rain with variable winds was experienced; this lasted all night, varied by occasional squalls up to noon on Thursday, when the wind came steady out of the N.E. and lasted till Friday evening, when the breeze went down with the sun. On Saturday morning a light easterly wind sprung up, and about 10 a.m. Mr. Ross made out the top-gallant masts of the transport which in less than two hours after had them safe on board, and it is not necessary to say how well they were received when it is stated that the vessel was flying the tricolour of France.

The sufferings of the wrecked crew from exposure alone must have been great when it is reckoned that they were six days in the boat, and travelled from the Bombay Shoal to lat. 21.4 N. long. 113.37 E., where they were picked up, to say nothing of the dreadful uncertainty of being in the open sea at this time of the year with nothing but a half-inch plank separating them from deep water.

LOSS OF THE GERMAN BARQUE "MASOO."

At noon on the 4th inst. a boat arrived at Hongkong containing the captain and crew of the German barque *Masoo*, which foundered on Thursday near the Ladrone Islands. From the following particulars, supplied by the master of the vessel, Captain Schore, it would appear that the crew had a very narrow escape. The *Masoo* left Singapore bound to Shanghai with a cargo of hardwood, and had not been at sea many days before bad weather was encountered, which increased in intensity as the vessel proceeded, and so violent a storm was met after being about two weeks at sea that she was considerably strained and sprung a leak. The pumps were rigged and manned and every exertion made to keep the vessel free, without avail, the water gaining rapidly even when "all hands" were set during the last four or five days. Of course the slightest cessation of this work under the circumstances only had the effect of shortening what was inevitable, the sinking of the ship, and the men being utterly exhausted it was apparent to the captain that he was only prolonging their misery and endangering their lives by remaining on board, as the *Masoo* was fast settling down, so an order was given to get out the boats and collect a few necessities, which was hastily done. The party, twelve in number, captain and crew all told, left the *Masoo* in two boats, and shortly afterwards the barque sank in deep water. Capt. Schore was the last to leave the sinking craft, and was unfortunately injured by the boom swaying over as he was attempting to get into the boat. He had no bones broken, but was severely crushed and bruised about the back and left arm so that the limb is temporarily useless. The captain, thinking that the boats might get separated, ordered the crew into his boat, a wise precaution, as the men, already very much worn out, were enabled to work by turns; but to do this they had to throw overboard the clothing they had saved, and consequently landed with nothing but what they stood in. Captain Schore intended making for Macao, but when the tide turned could make no headway and bore up for Hongkong, and meeting a Chinese pilot shortly after the adverse tide, was assisted into this port by the native boat's crew. The *Masoo* is known in this harbour, and when previously on the China coast was the British barque *Evening Star*, commanded by Captain Logan. We understand that previous to hoisting the German flag the barque had been purchased by her late master, and that she was uninsured, but the ship's papers and chronometers were saved.—*Daily Press*.

Law Reports.

H.M.'s SUPREME COURT.

Shanghai, 8th June, 1881.

Before R. A. MOWAT, Esq., Acting Chief Justice.

J. G. HODGSON, Appellant, and PUNKEE, Respondent.

Mr. DOWDALL appeared for the appellant.

Mr. MYBURGH appeared for the respondent.

The hearing of this case, an appeal from Foochow, was continued this afternoon.

Mr. MYBURGH said that before he proceeded to speak at length in support of the judgment

of the lower Court, he wished to say that according to the newspaper reports, it seemed that an admission that he had made last week, went further than he meant. He wished to explain that he merely intended to admit that the Bank was entitled to the dividends in questions on the 15th May, when Mr. Bradley's letter was written, the Bank accepted the Yangtze Insurance Company's dividends and placed them to Mr. Bradley's credit. He held that the Union Insurance Society's dividends were then discharged.

Mr. DOWDALL said it was admitted that the Bank was at one time entitled to the dividends on the Union Society's shares and that his learned friend then argued that the Yangtze dividend warrant was given to the Bank in substitution, and he (Mr. Dowdall) contended that there had been no substitution which would discharge the Bank's claim to the Union Society's warrants because the Yangtze warrants were not actual cash paid to the Bank in satisfaction of the value of the dividend warrants the Bank was entitled to, because the appellant stated in his evidence as a fact that Mr. Bradley had no right to substitute the one warrant for the other, and there was no evidence to rebut this statement of fact; and because Mr. Bradley, having given a security for overdraft on current account was bound in the ordinary course of business to pay into his account such sums as came into his possession just as he drew for such sums as he wanted to pay—and so the Yangtze dividend warrant ought to have gone to his account without discharging any part of the special security.

Mr. MYBURGH considered that the Bank was only an equitable mortgagee of the shares, with whom they were merely deposited. There was no agreement in writing in existence to show the intention of the parties, and he thought that the blank transfer which had charged hands was inoperative because the transferee had no power to fill in the blank. He referred to *Taylor v. Great Indian and Pacific Railway Company*, 28 L.J., Ch., pp. 285 and 708. As an equitable mortgagee the learned Counsel held that the Bank, in the absence of any agreement, was not entitled to any profit that might accrue from the dividend warrants they held. A legal mortgagee was certainly entitled to receive rents of property of which he held possession, but an equitable mortgagee had no such right and could not claim rents before an order had been made. *Fisher on Mortgages*, p. 867, and *Robson's Bankruptcy*, p. 253, were cited in support of this contention. The learned Counsel proceeded to argue that the proper course for the appellant to have taken would have been to apply to the Court for an order to compel the sale of the shares. The only right course by which the Bank could have obtained relief was to have sold the shares and then applied to Mr. Bradley to liquidate his debit balance. Mr. Myburgh also argued that even if the Bank, by agreement with Mr. Bradley, were entitled to the dividends on the Union Insurance shares, yet they had really released them by their subsequent acceptance of the Yangtze Insurance shares. He referred to Mr. Hodgson's letter, in which he accepted the dividends and put them to Mr. Bradley's credit, and by this means reduced his liability to the Bank; and he held that where a man paid money or its equivalent into a Bank for a specific purpose, the Bank had no power to apply it to any other. With regard to the point that there never had been any assignment of the dividends or warrants which could override the Bank's right, Mr. Dowdall said that there had been no assignment which could override the Bank's right. He admitted this as regarded dividends, but not as to bonuses, because the Bank was never entitled to them, and even if the Bank were so entitled to the bonuses, they would, after they found that they did not require that amount for security, be trustees to Pun Kee with respect to that amount because they had clear notice by endorsement on the warrant that Bradley had made over the sum mentioned in their hands to the respondent. On the point to the effect that the warrant was not negotiable, and therefore respondent could acquire no property by their endorsement, he argued that if these warrants had been made payable to any other Bank, Pun Kee would have got the money

without fail, because the Bank would only have wished to see that Bradley's signature was in order. He should also argue that the letters from Mr. Bradley to Pun Kee assigned the dividends and bonuses to the latter outright, and were not merely a charge, as they were considered to be by his learned friend; and further, assuming that the Bank had the right to retain these warrants, he considered that it only held them really in trust for Pun Kee. With regard to the argument that the warrants themselves were not negotiable, Mr. Bradley's endorsement of them gave Pun Kee so much property in them that he could have brought a suit against the Bank for the recovery of their value on that endorsement. Again, the Bank had not proved a better title to the warrants than the respondent, and therefore the documents could not have been recovered by it from him, he having lawful possession of them. Pun Kee certainly held sufficient property in them to enable him to maintain an action against the Bank for their recovery. *Evans v. Kymer*, 1, Barnwell and Alderson, p. 535. With regard to the value of the documents, they undoubtedly would have fetched the amounts written on their faces; if they had not been assigned, those amounts could have been got from the Company, and those were undoubtedly the correct values.

Mr. DOWDALL in reply said that really the substantial point of the suit was as to the value in the hands of Pun Kee of the documents in dispute. The highest possible value they could have in his hands was that of the paper they were written on. Now these warrants were on the face of them stated to be payable by the Bank at Foochow, and they certainly would not have been paid to Pun Kee. It had not been even asserted that the respondent could get any money for the documents. The Union Insurance Society, after having been notified of the transfer of the shares to the Bank, would not have paid the dividends to Mr. Bradley, much less to the Pun Kee, and if Pun Kee had a right to the dividends and bonuses the possession of these receipt forms was not necessary to the enforcement of such right. He proceeded to comment upon the cases and authorities which had been cited in support of the respondent's case and concluded his address by an argument to the effect that as the dividends admittedly formed part of the property included in the Bank's security, it must be assumed, in the absence of any indication to the contrary, that the bonuses did so too.

His LORDSHIP reserved judgment.

10th June.

TSIN CHING-DONG and WEI FU-TSZ v. HENRY LAZARUS.

Mr. W. V. DRUMMOND appeared for the plaintiffs.

Mr. R. E. WAINWRIGHT appeared for the defendant.

This was an action instituted this morning to recover Tls. 5,500, balance of account.

The petition of Tsin Ching-dong and Wei Fu-tsz, the above-named plaintiffs, shows as follows:—

- 1.—The plaintiffs are Chinese subjects and carry on the trade of builders at Shanghai.
- 2.—The defendant is a British subject and has been trading as a merchant at Shanghai.
- 3.—The plaintiffs have been employed by the defendant to erect certain large buildings used as a tannery situate on the Footang side of the Whangpoo River and nearly opposite Shanghai aforesaid, and to make certain roads, lengthen a wharf and build certain walls, and do other work and provide materials for the said buildings, wharf, walls, etc., at the said tannery.
- 4.—The defendant has paid to the plaintiffs sums of money from time to time for the work and labour done and materials provided by them.
- 5.—There is a balance due to the plaintiffs by the defendant of Tls. 5,550 Shanghai Sycee or thereabouts, including a sum of Tls. 409 or thereabouts for interest as agreed between the plaintiffs and defendant.
- 6.—The plaintiff Tsin Ching-dong has frequently applied to the defendant for payment of the monies due to the plaintiffs, but though the defendant has frequently acknowledged his indebtedness to the plain-

tiffs, and has promised to pay, yet he has neglected and failed to pay, and is still indebted to the plaintiffs as aforesaid.

7.—The plaintiff Tsin Ching-dong was informed by the defendant on or about the 6th instant that he, the defendant, was intending to proceed to England by the mail about to leave Shanghai on the morning of the 11th instant, and would endeavour to obtain the necessary monies for the payment of the plaintiffs' claim from his, the defendant's, father.

The plaintiffs claim the said sum of Tls. 5,550 Shanghai Sycee.

The plaintiffs therefore pray:—

1.—That the defendant may be ordered to pay to the plaintiffs the said sum of Tls. 5,550 Shanghai Sycee.

2.—That the defendant may be held to bail or be compelled to remain within the jurisdiction of this Court or ordered to bring into this Court such security for the due performance of any decree or order to be made herein and for costs and fees as to the Court seems just.

3.—That the defendant may be ordered to pay the costs of the suit.

4.—That the plaintiffs may have such other or further relief as the nature of the case may require.

Defendant's answer to the foregoing petition was as follows:—

1.—He admits all the allegations contained in the petition and consents to a judgment being entered up against him forthwith for the whole amount of the plaintiffs' claim.

2.—He, the defendant, besides his clothes and personal effects of small value, has no property whatever in Shanghai or elsewhere save and except the land and buildings, with the machinery and effects contained therein known as the Pootung Tannery, near Shanghai, and two lots of tanning materials which are held under advance by banks in Shanghai. The said tannery, which cost upwards of Tls. 100,000 is (with certain leather in course of manufacture and certain tanning materials on the premises, worth together upwards of Tls. 15,000) already mortgaged for sums amounting to Tls. 72,000 or thereabouts.

3.—The defendant has already offered to give to the plaintiffs a further charge upon the said tannery and premises to secure their said claim.

In the afternoon, the Plaintiffs, by William Venn Drummond, their Counsel, moved for an order of the Court to hold the defendant to bail and to require of him such security as seemed fit for his remaining within the jurisdiction of the Court and abiding by and performing any decree or order to be made in the suit or proceeding and for costs and fees.

In support of this motion the following affidavit was filed:—

I, William Venn Drummond, Barrister-at-law, and Counsel for the plaintiffs, make oath and say as follows:—

I have been informed and verily believe that the contents of the petition filed this day are true, and that the defendant means to abscond in order to avoid the process of this Court, the information having been given to me by the plaintiff, Tsin Ching-dong, and also by Mr. Thomas W. Kingsmill, who has employed the plaintiff, and is familiar with the circumstances connected with his claim.

In reply to the foregoing motion and affidavit, the defendant filed the following affidavit.

I, HENRY LAZARUS, the above-named defendant make oath and say, as follows:—

1.—The contents of my answer filed this day to the plaintiffs' petition in this suit are true.

2.—It is wholly untrue that, as alleged in the affidavit of William Venn Drummond, filed in this suit this day, I mean to abscond in order to avoid the process of this Court; on the contrary, I have never had any intention whatever of absconding from Shanghai in order to avoid the process of this Court or for any other purpose. About a month ago I made up my mind to proceed to my home in England because I thought and still think that my doing so would be conducive to my own benefit and to that of my creditors, and from the time that I so made up my mind I have taken care that my intention should be known to my said creditors, and as soon as I was able to do so I informed the first above-named plaintiff and also Thomas W. Kingsmill mentioned in the said affidavit of the said W. V. Drummond of my said

intention. Moreover, the said T. W. Kingsmill, shortly after his arrival in Shanghai informed me that my father had begged him to urge me to return home as soon as possible.

The motion was argued by Mr. Drummond and Mr. Wainwright.

Mr. DRUMMOND called one of the plaintiffs, Tsin Ching-dong, and Mr. T. W. Kingsmill in support of the motion.

The plaintiff admitted that he was aware some time ago that it was the defendant's intention to go Home, and expressed the belief that he did not think he was leaving Shanghai to avoid payment of the present claim.

Mr. KINGSMILL believed the defendant was unable to pay the plaintiffs' claim. He thought there was danger that plaintiffs would not be paid if defendant went away. Defendant was leaving because he was unable to carry on his business and because his father was anxious for him to home.

In reply to Mr. WAINWRIGHT, witness said he did not think defendant was going away to avoid the process of the Court.

At the conclusion of the arguments by Mr. Drummond and Mr. Wainwright for and against the motion, his Lordship reserved his decision, intimating that he would give it at 8 o'clock the following morning. This early hour was fixed in consequence of the mail steamer, by which the defendant had booked as a passenger, being expected to leave early in the forenoon.

11th June.

At 8 o'clock this morning, His Lordship delivered the following

Judgment.—

His LORDSHIP, in giving judgment, said:—I have every desire to assist the plaintiff, but I can only do so under the conditions prescribed by the Rule. The Rule requires that I shall be "satisfied by evidence on oath that there is good reason to believe that a defendant means to abscond in order to avoid the process of the Court," and it seems to me that it is impossible so to describe the circumstances connected with the defendant's intended departure. He is leaving China for England in pursuance of an intention openly expressed some time before, with the knowledge of all his creditors, and after he had, as he had every reason until the last moment to believe, come to a satisfactory arrangement with this particular creditor. His reasons, moreover, for leaving—as stated, at the hearing of the application, by the person on whose information the affidavit in support of the application had been filed—are totally different from what is ascribed to him in the affidavit, and which must have been made out to my satisfaction before the application could be granted. He further, within an hour after the plaintiff's petition was served upon him, filed an answer admitting the claim and consenting to judgment for the amount being entered up against him forthwith. He has, besides, sworn—and it is not pretended that the statement is untrue or inexact—that he has no property whatever beyond certain land and buildings which are already mortgaged, and upon which he had offered and was still willing to give the plaintiff a further charge by way of securing his claim: indeed things had gone so far that a mortgage-deed for that purpose had been in part prepared by his (plaintiff's) solicitor, and it was only at the last moment that the plaintiff, without any communication with the defendant, took these steps in the hope of getting better terms.

These being the facts of the case, I cannot, without doing violence to language, treat the defendant as "absconding in order to avoid the process of the Court." "Absconding" does not describe the manner of the defendant's departure, and his motive ("in order to") is not shown to be, and I do not believe it is, "to avoid the process of the Court." The effect of the defendant's leaving China will be that he will thereby withdraw himself from the process of this Court, but if the Rule had been intended to prevent such a step on the part of a debtor, it ought to have been so expressed. And I am not at liberty, because I might think that it would have been better if the Rule had been so expressed, to read it differently from what its plain terms require that it should be read—for that would be in effect to make a new Rule.

The application must be refused.

On Mr. DRUMMOND's application, judgment for the plaintiffs was entered up for the amount claimed, and costs, which were fixed by His Lordship at \$210.

Mr. WAINWRIGHT then applied for costs on the motion, expressing the opinion that the proceedings that had been taken against the defendant were unjustifiable.

His LORDSHIP allowed \$40 to the defendant as the costs of the motion, to be deducted from the \$210 allowed to plaintiffs.

CIVIL SUMMARY COURT.

Shanghai, 9th June, 1881.

Before R. A. MOWAT, Esq.

C. RIDGWAY v. T. W. KINGSMILL.

This was a suit to recover the sum of \$40, alleged to be due from the defendant for services rendered last September.

Plaintiff stated that in August last he was engaged by Mr. Kingsmill as foreman of the works in connection with the alterations carried on at the premises of Messrs. Hall and Holtz last autumn. He was to receive \$80 per month, half of which was to be paid by Mr. Kingsmill, and the balance by the contractor, but the money was received by him from Mr. Gubbay, of the firm of Messrs. David Sassoon, Sons & Co. Mr. Kingsmill went to England in September, but before he left, he (plaintiff) said he was given to understand that although Mr. Cory was about to take charge of the building operations, the arrangement under which he was then working would continue in force. Subsequently, however, Mr. Cory declined to pay the sum of \$40, the same amount as the plaintiff had received from the architect the preceding month, and now he brought this suit against Mr. Kingsmill, as the person who originally engaged him.

Mr. KINGSMILL said, in reply to His HONOUR, that he knew nothing of the matter personally, and would like the case adjourned till Mr. Cory should return to Shanghai, in the course of a few days. When he left Shanghai, Mr. Cory took over complete charge of the operations referred to, and he (Mr. Kingsmill) had then nothing further to do with the plaintiff. Mr. Cory had stated that his orders to plaintiff had not been properly executed, but he (Mr. Kingsmill) could not undertake to say anything more about the matter.

His HONOUR told the plaintiff that from his statement of the circumstances of the case, he had evidently brought his suit against the wrong person. He should have sued either Mr. Cory or Mr. Gubbay. If Mr. Cory would attend the Court without the issue of a fresh summons he would adjudicate on the case without putting the plaintiff to that expense, but the Court fees in this suit were lost through the plaintiff having sued the wrong party.

10th June.

W. PAPPS v. C. S. CHURTON & Co.

This was a suit to recover \$10, the amount in dispute being the difference between the sum of \$30, alleged to be due by the plaintiff for 100 gross of corks supplied by him last spring and \$50, the amount alleged by the defendants to have been agreed upon as the price of the goods in question.

Mr. J. W. MAC TAVISH represented the defendants.

The plaintiff narrated the circumstances of the sale, stating that in March last he sold 100 gross of corks to the defendants at 60 cents per gross.

Mr. MAC TAVISH said that personally he knew nothing of the transaction. Mr. Lehmann (his partner), had made the bargain, but he had not come to Court because he did not think he could be made a defendant there, as he was a German subject. However, on the day the bargain was made, he (Mr. MacTavish) was told by Mr. Lehmann when he returned to the store after a short absence, that 100 gross of corks had been purchased at the rate of 50 cents per gross. He could also state that Mr. Papps was once offered payment for the goods at that price by a cheque, but he then declined to receive it because he was not then in want of money.

Plaintiff denied that he had made any such remark on the occasion referred to, and said that he had offered to take back the corks or

receive others of a similar quality, or even a little inferior; rather than take less than 60 cents per gross.

HIS HONOUR said that the case would be adjourned till the following day for the attendance of Mr. Lehmann as a witness, and if nothing were brought forward but contradictory statements by the plaintiff and Mr. Lehmann, he should require evidence as to the market value of the goods in question at the time named.

We hear that the matter was subsequently settled out of Court.

11th June.

Before R. A. MOWAT, Esq.

C. S. CEURTON & Co. v. C. RIDGWAY.

This suit came before His Honour on the 25th ult., and was brought to recover \$20.34, the value of goods supplied by the plaintiffs to the defendant who is the proprietor of the "Sailors' Rest," in Hongkew. On the first occasion the defendant admitted that he owed part of the amount sued for, but said that the plaintiffs had not given him credit for as many empty bottles as he had returned, and the case was then adjourned, His Honour directing the defendant to go to the plaintiffs' establishment and see if the matter could be settled without returning to Court. The defendant having failed to carry out this arrangement, the parties appeared again this morning.

Mr. J. W. MAC TAVISH appeared to represent the plaintiffs' firm, and said that the defendant had never been to his place of business since the 25th ult., to settle the matter, although he (Mr. MacTavish) had written a letter inviting him to do so.

In reply to His Honour, defendant said that he thought it was the duty of the plaintiffs to wait on him in the matter, as he was indebted to them. He admitted now that he owed the firm \$14.75, or \$4.90 more than he acknowledged at the previous hearing.

HIS HONOUR ordered judgment to be entered for the full amount claimed, with costs.

POLICE COURT.

Shanghai, 14th June.

Before R. A. MOWAT, Esq.

R. (POLICE) v. ROBERT DONALDSON.

Prisoner, an able seaman belonging to the O.S.S. Co.'s steamer *Nestor*, was charged with being drunk and disorderly in Woosung Road on the previous evening.

He was ordered to pay a fine of \$1, and costs.

R. (CHARLES MACKAY) v. RICHARD MOORE.

Prisoner, cook on board the s.s. *Cicero*, was brought up in custody, on remand from Tuesday last, charged with having assaulted and wounded the prosecutor, donkeyman on board the same vessel, on the night of the 5th instant. From the evidence given last week it appeared that the prosecutor and the prisoner were in a public-house on the night in question, and had a fight. In the course of it prosecutor received a blow in the eye which caused a somewhat severe cut; this necessitated his being sent to the Hospital, and the hearing of the case was adjourned for a week that it might be seen how severe the wound would prove to be.

This morning prosecutor appeared, and said that the wound was getting on well. He did not suffer much pain, although the eye was a little tender.

The prisoner was again remanded for a week, or until the s.s. *Tyne* should arrive, in order to obtain the testimony of two men on board that vessel who saw what took place when the prosecutor was hurt.

15th June.

Prisoner, cook on board the s.s. *Cicero*, was brought up in custody, on remand from yesterday, charged with having assaulted and wounded the prosecutor, donkeyman on board the same vessel, on the night of the 5th instant.

The case had been remanded for the evidence of two witnesses on board the *Tyne*, who now attended.

WILLIAM JONES, deposed—I am a fireman on board the *Tyne*. I was in a public-house near the wharf where the *Cicero* was lying on

the night of the 5th instant, with the prisoner and other men. I was standing at the bar when I heard a scuffle and saw prosecutor and the prisoner fighting. They were separated by some other men belonging to their ship. A short time after I heard some one call out that he was bitten. I looked round and saw the same two men struggling again, and both were on the ground.

By the prisoner—I do not know who struck the first blow.

MICHAEL CRONIN, a fireman on board the *Tyne*, said he knew no more of the affair than the last witness, in whose company he was at the time spoken of. He heard the prosecutor call out that he was bitten.

Prisoner, addressing His WORSHIP, said—I am a married man and have a family to support at Home. I did not strike the prosecutor first. Until that night I had not tasted any liquor for six months, and now my wife and family will have to suffer for it. It takes a very little liquor to produce a great effect on me. I had no animosity towards the prosecutor, with whom I have always been the best of friends. I have no animosity towards him now, although my home will now be broken up through this affair. What made him fight with me on this occasion when I had had a little liquor, God only knows!

Prosecutorsaid he had no ill-feeling whatever towards the prisoner, with whom he had always been good friends, and he hoped the Court would deal as leniently as possible with the case, especially as he had the Doctor's authority for saying that no permanent injury had been inflicted on his eye.

Prisoner—If it had not been for the drink, I should not have been here now.

HIS WORSHIP—I have no doubt whatever on that point.

Mr. W. HANDYSIDE TAPP, H.M.'s Registrar of Shipping, applied that the prosecutor should leave the Hospital at once, and wished to be informed as to what would be done with regard to the expenses that had been incurred by him.

HIS WORSHIP said that he wished to know the amount of the expenses before he dealt with the case. He intended to act as leniently as possible, and was the more inclined to do so as he had received a request to that effect from the injured man.

Extracts.

THE CHEFOO CONVENTION—OPIUM TAXATION.

In the House of Commons on the 29th April Mr. J. W. Pease asked the Under-Secretary of State for Foreign Affairs whether Her Majesty's Government had received the views of the Government of India as to the arrangement proposed in Sir Thomas Wade's despatch of the 31st of Jan., 1880; whether Her Majesty's Government had yet received from Sir Thomas Wade those observations on the subject of opium taxation which in that despatch he proposes to forward to Lord Salisbury in a "separate despatch;" whether Her Majesty's Government could, without disadvantage to the public service, lay upon the table any further papers relating to the ratification of the Chefoo Convention, especially those relating to the manner in which the *lekin* would be collected by the different provincial Governments, and as to how far the term of five years, alluded to by the Prince of Kung in his despatch of the 14th January, 1880, to Sir Thomas Wade as the period for the trial of the arrangements, had been agreed upon; and whether any date had been named for "putting the plan in operation," as urged by the Prince of Kung in his despatch of the 20th of November, 1879, (contained in the paper "China," No. 2, 1880).

Sir C. Dilke said—It is true that Sir Thomas Wade in his despatch of 31st January, 1880, (China, No. 2, 1880), promised a further report on the opium question, and that this promise was repeated in a telegram dated 6th May, 1880. On 31st July, we inquired by telegraph when this report would be

forthcoming, and Sir Thomas Wade replied, on the 11th of August, that it was still incomplete, and would, when finished, contain little new matter. On the 19th of August we telegraphed again to know if any new objection had arisen to the five years' arrangement, as assented to previously, the nature of which is fully explained in China No. 2, 1880. (Hear, hear.) Sir Thomas Wade answered by telegraph on the 30th of August that it would be necessary to obtain the assent of the other treaty Powers to the proposed arrangements, and that he feared that this assent would be withheld "unless the Chinese Government relieved foreign trade from undue taxation inland." (Hear, hear.) In view of this great delay it was proposed by the Foreign Office in two letters to the India Office, dated Sept. 31 and Nov. 30, that an effort should at once be made to obtain directly from the various treaty Powers their assent to the five years' arrangement. India Office replies were dated Jan. 8 and Jan. 27, and in these the Foreign Office was informed that after communication with the Indian Government they had no objection to the plan, provided satisfactory information could be obtained on certain details in regard to *lekin* barriers. A telegram was addressed to Sir Thomas Wade on the 5th of February requesting him to furnish at once the required details. Upon the 19th of March he replied by telegraph that the points in question had been discussed with the Chinese Government, who were engaged on inquiries which would enable him to return an exact answer by telegraph. The observations Sir T. Wade promised have not yet been received, and Her Majesty's Government cannot take any steps to put the plan referred to in operation until the further information recently called for from him has been obtained. Sir Thomas will, however, be instructed by telegraph to press the Chinese Government to furnish the information required, and Her Majesty's Government will lay additional papers on the table as soon as they properly can. (Hear, hear.)

Writing on this subject, the *Echo* says:—Sir Thomas Wade has earned the reputation of an able diplomatist, and has done sterling service in China; but it is to be feared that his long residence in that country has led him to forget, with his Celestial neighbours, the value of time. It seems to be as difficult to get a despatch from him as a straightforward answer from Lord Salisbury. Occasionally, at intervals of months, a question is put to Sir Charles Dilke as to the ratification of the Chefoo Convention; but the answer is always the same, and always unsatisfactory. "The papers are on their way, but have not been received." We have no doubt that the Under-Secretary for Foreign Affairs has done everything in his power to get the information asked for, but Sir Thomas Wade is not to be hurried. Nobody asks that he should be, yet the line must be drawn somewhere, and it is difficult to see where it is drawn in his case. Thus Mr. Pease asked whether the "separate despatch" promised in the Ambassador's despatch of the 31st Jan., 1880, had been received, and Sir Charles Dilke had to admit that it had not. It is very true that the prompt despatch of business where Chinese officials are concerned is well-nigh impossible, but Prince Kung and his colleagues cannot be held responsible for the delay complained of here. Fifteen months ago Sir Thomas Wade intimated that he was about to forward to the Government certain observations on opium taxation, and it is very desirable that these observations should be laid before Parliament, but they have yet to be received. A little while before the close of last session pretty much the same questions were put to Sir Charles Dilke as were put to him now, and he was compelled to answer them as he answers now. At

this rate the agreement by which the foreign Customs inspectorate is to replace the first or port collectorate, so far as opium is concerned, and is to levy *lekin* upon the drug at the same rate as that in force in 1876, may be expected to be carried out about the end of the century.

Clippings.

A correspondent of the *Straits Times* says:—Rumour has it that the ill-fated *Braemar Castle*—or rather, all that remains of her—has once more changed hands. She was sold by public auction at the godowns of Messrs. Boon Tek and Co., Beach-street, Penang, on Thursday, 19th May, and was knocked down for \$2,050. The purchasers, I believe, are an Insurance Company, who will probably endeavour to raise the sunken vessel.

The French transport *Drac*, Captain M. Rivière de la Mure, arrived at Hongkong on the morning of 4th inst. from Tonquin. The *Drac*, says the *Daily Press*, is on her way to Chefoo, where she will ship a number of Mongolian ponies to be taken to Tonquin. If these are for the military service, which would seem probable from the fact of their being carried in a Government vessel, it would appear that the French really intend to make the movement which has been so much talked about as soon as the rainy season is over and the operations can be conducted successfully.

That Lord Beaconsfield was held in high esteem among his tenantry is testified in many ways. The labourers on his estate speak warmly of him as one who, when they met him sauntering about the sylvan slopes of his little demesne, always had a kind word of inquiry for them and theirs, and who showed a more practical sympathy in winter by judicious gifts of warm clothing and fuel, and who, in conjunction with the vicar, looked closely after the well-being of three ancient nonagenarians—one ninety-one, another ninety-two, and a third ninety-five—who survive their benefactor, to testify to the healthiness of the Buckinghamshire Downs. Occasionally he extended his walks to the farmhouses of his few tenants, sitting down familiarly, and talking over rural and local matters with them in a simple homely style that won their hearts. There is only one little anecdote told of these periodical excursions concerning a tenant who happened at the time to be suffering from rheumatism. The farmhouse was large, and like many of the homesteads of the district, had brick ground flooring. Speaking more in joke than in earnest, the tenant suggested that this brick flooring had something to do with the malady from which he was suffering, upon which his landlord, taking him *au sérieux*, said

he could not afford to lose a good tenant for so trifling a matter as that, took his departure, and next day sent a carpenter to substitute a board floor for the brick one. It is also told of him that when a labourer at Highbenden, addressing his lordship's coachman, and not knowing that his lordship was in the carriage, asked, "How is the old man to-day?" "I am quite well, thank you," said his lordship, with a merry twinkle in his eye as he popped his head through the carriage window. Over-taken in his own grounds by two intrusive women, who did not know him, and who asked whether this was "Dizzy's place," he courteously answered their inquiry and directed them to a place from which they might get a good view of the exterior of the house. The women were considerably non-plussed when they afterwards found that they had been addressing his lordship himself.

The little country town of Beaconsfield, from which the deceased Earl took his chief title, is connected with three great men, who all, curious to say, combined the two very rare distinctions—that is, rare in combination—of eminence in literature and in politics. These were the poet and politician Edmund Waller, the philosophical and political writer and politician Edmund Burke, and the novelist and politician Benjamin Disraeli. The Wallers possessed the Manor of Beaconsfield for several hundred years; indeed it only passed out of their possession in 1832. Waller was a most precocious genius—a member of Parliament in his eighteenth year! As Clarendon says of him, "he had been even nursed in Parliaments." He took an active part on the Puritan side in the political history of that troubled time. He was afterwards, however, engaged in an intrigue for the overthrow of the Parliament, called "Waller's Plot," and only escaped death by informing on his companions. Like his greater contemporary, Dryden, he wrote poems to the Lord Protector and to King Charles at the Restoration, and in both cases the earlier odes were the better. He spent the last years of his life at Beaconsfield, and here he died, and was buried. There are several monuments to various members of the Waller family in the church. Edmund Burke bought, in 1768, a part of the Wallers' estate at Beaconsfield. It was properly called Gregories, but he himself gave it the name of the adjacent town. It was always known as Beaconsfield, and here Burke would entertain his most intimate associates—men, we need scarcely say, the most eminent of their own day. It was here that the great statesman spent all the time he could spare from the exacting duties of a political life. He died here, and it is interesting to note that his great political opponent, Charles James Fox, "was the first to propose that he should be interred with public honours in Westminster Abbey." But he had left other directions, and on July 15th, 1797, was buried in Beaconsfield Church. Of the third great writer and statesman who is connected with Beaconsfield, it need only here be said that if we rank him with his predecessor Burke, we could not give higher or juster praise.—*Globe*.

MELBOURNE EXHIBITION.—In the group which included alimentary products Mr. E. Vaughan-Jones, London, presented an excellent collection of spirits, liqueurs and cordials. The spirits shown by the exhibitor are known as the "Standard" and are becoming as popular here as at the clubs of London. Already the "Standard" have secured the highest award—first degree of merit—and, as all the varieties have not been pronounced upon, it is not too much to say that more honors will be bestowed on Mr. Vaughan-Jones. The "Standard" Scotch whisky is from the best of barley malt, it is carefully blended, refined and matured, qualities which the Australians so much like, and which might, with advantage, be followed by others in this line of business. The fine old Jamaica "Standard" rum will take the highest precedence here, and will in all probability be awarded the gold medal. On the same show case are also sample bottles of the "Standard" cherry brandy, ginger brandy, ginger wine, orange bitters and Old Tom gin. The latter has been awarded first degree of merit. At the Sydney International Exhibition Mr. Vaughan-Jones obtained first special award, the highest distinction, for his old Jamaica rum, first award for cherry brandy, first award for Old Tom and second for whisky.—*British Mercantile Gazette*.

PRICE OF THE NORTH-CHINA HERALD and S. C. & C. GAZETTE.—Per Annum, Taels 12; Six Months, Taels 6.50. Three Months, 3.50—all payable in advance. Credit price, Tls. 13.15 per Annum; Subscriptions will be considered as renewed unless notice to the contrary be given before the expiry of the current term.

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OPIUM RETURN FOR WEEK ENDED 11TH JUNE, 1881.

IMPORTED	MALWA.		PATNA.		BENARES.		PERSIAN.	
	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.
Imported and stored on board Receiving Vessels	43	43.60	192	230.40	290	348.00	37	37.00
Returned from shore on board R. Vessels	..	..	..	..	..	..	..	..
Imported and transhipped for re-exportation without being stored on board	..	..	..	..	..	..	..	..
Receiving Vessels or landed	..	..	5	6.00	5	6.00	..	..
Landed direct	..	..	..	..	..	..	..	..
Total	43	43.60	197	236.40	295	354.00	37	37.00
Landed from Receiving Vessels and intended chiefly for Local consumption	25	25.00	138	165.60	87	104.40	..	..
RE-EXPORTED from board Receiving Vessels:—								
Description.	Chinkiang.		Wuhu.		Kiukiang.		Hankow.	
	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.
Malwa	175	175.00	60	60.00	41½	41.50	48	48.00
Patna	13	15.60	..	..	..	..	14	16.80
Benares	22	26.40	..	..	..	..	3	3.60
Persian	3	3.00	..	..	2	2.00	1	1.00
Turkey	..	..	..	..	..	..	..	..
Total	213	220.00	60	60.00	43½	43.50	63	65.80
	Chefoo.		Tientsin.		Newchwang.		Ningpo.	
	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.
Malwa	7	7.00	47	47.00	..	..	150½	150.50
Patna	..	..	..	..	..	..	9	10.80
Benares	..	..	..	..	..	..	16	19.20
Persian	..	..	..	..	..	..	..	..
Turkey	..	..	..	..	..	..	..	..
Total	10	10.00	50	50.00	..	..	175½	180.50
	Wanchow.		Fochow.		Hongkong.		Total.	
	Cheats.	Weight.	Cheats.	Weight.	Cheats.	Weight.	Ch.	Wg. Pla.
Malwa	1	1.00	2	2.00	..	..	532	532.00
Patna	..	..	..	..	..	..	41	49.20
Benares	..	..	..	..	..	..	6	6.00
Persian	..	..	..	..	..	..	..	..
Turkey	..	..	..	..	..	..	..	..
Total	1	1.00	2	2.00	..	..	620	636.40

COMMERCIAL INTELLIGENCE.

[SHANGHAI, 16TH JUNE, 1881.]

PIECE GOODS.—The volume of trade has certainly increased this month, but yet it can scarcely have been said to have been satisfactory to importers, for in scarcely anything have higher prices been obtainable, and more often a small concession has been submitted, and in the meantime Exchange has again fallen, whilst prices before must have barely covered cost.

It was satisfactory to hear that a mistake occurred in the first telegram as to the exports of Cottons from England for May, and that the quantity is not as overwhelming as was then stated, this imparted an impetus to the market, and induced the dealers to speculate, there has however been no excitement, importers met them readily, and have so far seldom raised their prices.

A fair business has been done all round in most English goods, that is in Grey Shirtings and T-Cloths of all weights, White Shirtings, and in Drills; in the latter, however, prices are still much below cost, whilst Jeans and Sheetings are hard to sell even at any price. American goods have been quiet, 12-lbs. Shirtings are, however, now saleable at higher rates, being in scant supply.

In Woollens, a little more firmness has been exhibited by importers and a reaction has set in in favour of the Auction goods, those that are sold privately, however, are as dull as ever.

From the Outports generally reports as to the harvest prospects are satisfactory, the complaints only come from Shantung and Chihli; it is said that there is a want of rain in the Chefoo districts, and also about Tientsin, and that the dryness of the rivers near Tientsin makes the passage of goods troublesome and expensive; from the important province of Szechuan, however, comes news of plenty of water, and an active demand for goods, as soon therefore as rain falls in Chihli, a heavy demand may be expected again at Tientsin. For Newchwang, a little more is doing, common Shirtings and common T-Cloths being especially mentioned, and a few American goods.

The Hankow market was quiet, but there are no especial complaints and goods have been going off freely there for some time, Chinkiang trade is smaller than was expected this year; why, no one seems to know. Japan trade is at an end, and anything intended for that market suffers severely in consequence.

The strs. *Glenavon*, *Nestor*, *Glancus*, and English mail of the 6th May have arrived.

GREY SHIRTINGS, 8.4-lbs.—Sales reported amount to about 80,000 pieces, say Hand and Branch at £1.84, Blue Dragon at £1.81, Dewhurst's Eagles at £1.80 to 1.81, Two Feather at £1.80, Collic's Lion, Red Monster, and Red Star at £1.78 to 1.78, Phoenix A at £1.77, Blue Stamp at £1.75, Red Mandarin, and Blue Butterfly at £1.74, Three-Legs H A at £1.73, Red Ram at £1.72, Red Eagle at £1.70, Red Powder Flask at £1.69, One Butterfly at £1.68, Red Stag (mildewed) at £1.67, Two Cash at £1.66, Silver Lion at £1.65, Red Lion at £1.64, Red Dragon at £1.63, Steamer at £1.60, Pagoda at £1.60, Steamer No. 2, Red Buffalo, Lion and Flag at £1.59, Blue Fish at £1.59, One Feather, Red Man and Buffalo at £1.58, Red Anchor at £1.57, Van-lung Dragon, Two Lion and Woman at £1.55, Black Dragon at £1.54, Green Man and Buffalo at £1.53, Green Lion at £1.51, Blue Cock at £1.43, Red Railway at £1.42.

Demand has been pretty general during the week for any qualities, prices are unchanged, showing no improvement, speculators are credited with a portion of the purchases, but there has been a fair demand from the North, common especially being wanted for Chefoo.

7-lbs.—Sales given are 9,000 pieces of Red Lion at £1.37, Red Anchor at £1.34, Red Dragon at £1.33, Red Fisherman at £1.31, Steamer at £1.30, Stag at £1.26, Red Railway at £1.24.

There has been a good enquiry chiefly for the best qualities, prices are however all lower, and common especially have fallen heavily, with not many buyers.

6-lbs.—Further sales are 7,000 pieces of Green Cormorant, and Lie Eagle at £1.13 to 1.16. Prices are lower, and there is a fair enquiry. **9.12 to 10-lbs.**—Sales given are 15,000 pieces, say Silver Stamp and Red Star at £2.50, Tunsin Eagles Nos. 1 and 2 at £2.24 to 2.29, Red Dragon and Blue Dragon at £2.22, Blue Unicorn at £2.22, Red Monster, Blue Fox, Blue 3-Joss and Red Stag at £2.19 to 2.20, Pagoda at £2.11.

The best qualities are still wanted and very scarce, ordinary are, however, dull and only saleable at former rates for especial chops, common are weak and lower.

T-CLOTHS, 7-lbs.—Sales are 48,000 pieces of Teapot at £1.45, Four-Ducks at £1.42 to 1.43, Pakwa at £1.37, Old Man and Blue Dragon at £1.35, Dollar at £1.30, Eye and Two-Butterfly at £1.26, Steamer and Two-Cash at £1.25, Red Dragon at £1.22, Green Lion at £1.20, Sea Lion at £1.18, Red Mandarin at £1.16, Red Globe at £1.15, Two-Cash and Peacock Feather at £1.14, Blue 3-Dog at £1.13, Two Lion at £1.12, Blue Lion at £1.10. There has been a good demand which was readily met by importers, at the low rates lately current.

8-lbs.—Sales have been made of Eye at £1.52, Blue Lion at £1.32.

A little more has been doing, and prices are steady, this is not however the best season.

6-lbs.—A sale of 2,000 pieces Pagoda at £0.74 is reported.

Lately there has been a little enquiry for the weight, probably for the Newchwang market.

WHITE SHIRTINGS—Sales are given of 10,000 pieces No. 900 at £2.53, No. 750 at £2.22, No. 500 at £2.17, Gold Cock at £2.23, Gold Dragon at £2.07, Taeping Eagle at £2.05, and Red Pheasant at £1.79.

66 to 72-reeds continue to sell, as well as crack 64 reeds, but common show no improvement.

Of White Irishes 1,000 pieces sold at £2.61, common are lower.

ENGLISH DRILLS—Sales given are about 14,000 pieces of 2-Drags at £2.25, Horse at £2.20, Blue Phoenix and Common Dragons at £1.60 to 1.62. Prices are still very weak, and goods hard to sell even at last quotations.

AMERICAN DRILLS—Small sales continue of Woman at £3.22, Pepperell at £3.20, Massachusetts at £3.15, Joss at £3.10.

Prices are unchanged, but no large lots have been wanted.

AMERICAN SHEETINGS—5,000 pieces Indian Head sold at £3.04.

This brand is rather lower, but commoner are unchanged in value and going off freely.

ENGLISH SHEETINGS—3,200 pieces 13 to 14 lbs. Jay and Dragon sold at £1.85 to 1.87.

Only the commonest goods are wanted at low rates.

SHIRTINGS, 12-lbs.—Of American, about 3,000 pieces sold at £2.80 for Continental Man and Gun, £2.70 for Nashua R, and £2.90 for 40-in.

Joss XX, the market is higher, and goods are scarce and wanted.

Of English, 900 pieces sold at £2.72 for 3-Peacock Feathers, and £2.60 for 2-Feathers.

JEANS have been saleable only at lower rates, and nothing so far is reported.

FANCY COTTONS—Black Velvets, and Turkey Red Cambrics do not improve and are only saleable at auction at low rates. Of Blue Handkerchiefs, 2,000 dozens 28-in. sold at £0.43. A sale of Mohamedan Cloth, 400 pieces, at 10 caudareens per yard is reported, and 1,000 pieces White Muslins at £0.50, the market generally is very quiet. Common Cotton Listings have been selling at £2.60 to 2.75.

WOOLLENS—Camlets have been selling at auction at about the same rates, which being still very low induce speculation, to-day however prices fell about 1 mace. Long Ells are firm for Scarlet, demand is not large however, 500 pieces V Scarlet sold at £5.47 to 5.50. Listings are very dull and only saleable at lower rates. Spanish Stripes are quiet again, and prices have gone back a little, 120 pieces Medium Cloth sold at £1.05 per yard for 2-Wing. Further sales of Figured Orleans have been made of common quality at £2.60 to 2.65, there being some demand from Chefoo. Plain Lustres are nominal. A sale of Unicorn Crape Listings at auction, gives the quotation of £3.00 only.

AUCTION SALES OF COTTON GOODS—

"Tsang-tah,"—13th June—

	Total.
GREY SHIRTINGS—8.4-lbs. Red Pagoda at £1.66 to 1.67; Blue Pagoda at £1.63 to 1.64; Red Buffalo at £1.59 to 1.59; Green Kite at £1.35; 9.12-lbs. Blue Pagoda at £2.10 to 2.11; Horse Head at £2.13 to 2.13; Blue Buffalo at £1.92 to 1.95; 8-lbs. Green Kite (damaged) at £1.31	
T-CLOTHS—8-lbs. Moon at £1.25; 7-lbs. T T X at £1.16 to 1.17; (damaged) Blue Buffalo at £1.13 to 1.16	= 4,900 pcs.
WHITE SHIRTINGS—68-reed Gold Horse Head at £1.95 to 1.95	= 1,800 "
"E. W. Co."—15th June—	= 250 "

TURKEY RED CAMBRICS—2 to 2.4-lbs. Gold Lion at £1.21 to 1.31; 2 to 2.4-lbs. Wheelbarrow at £1.09 to 1.19	= 1,470 pcs.
WHITE SHIRTINGS—E F at £3.66 to 3.68; M H at £2.55; M O at £2.47	= 220 "
GREY SHIRTINGS—9.12-lbs. (damaged) Green Dragon at £2.10 to 2.12	= 100 "
DRILLS—14-lbs. (damaged) Dragon at £1.48 to 1.53	= 60 "
"N. K. Co."—15th June—	

TURKEY RED CAMBRICS—1 to 2.4-lbs. Peacock at £1.15 to 1.22; 1 to 2.4-lbs. Watch at £1.12 to 1.40; 1 to 2.4-lbs. Beaver at £1.22 to 1.32; 3-lbs. Lion and Flag at £1.41 to 1.41	
GREY SHIRTINGS—8.8-lbs. Moon at £1.77 to 1.77; 8.12-lbs. Incense at £1.84; 9.12-lbs. (damaged) Blue Dragon at £2.06	= 2,286 pcs.
"Juen-fong."—16th June—	= 550 "

GREY SHIRTINGS—8.4-lbs. Blue Man and Gun at £1.54; Red Man and Gun at £1.71; (damaged) Two-Man at £1.38; 9.12-lbs. Red Man and Gun at £2.11 to 2.13; 10-lbs. Blue Man and Gun at £2.09 to 2.10	= 2,550 pcs.
T-CLOTHS—7-lbs. Blue Man and Gun at £1.12	= 550 "
DRILLS—14-lbs. Dragon at £1.59 to 1.59	= 480 "
WHITE SHIRTINGS—64-reed Blue Lighthouse at £1.53 to 1.53	= 2,500 "
SUNDAY AUCTIONS—	

TURKEY RED CAMBRICS—1 to 2.4-lbs. Ship at £1.18; 2 to 2.4-lbs. Statue at £1.25 to 1.29; 1 to 2.4-lbs. Jar at £1.21 to 1.25	= 800 pcs.
TURKEY RED CLOTHS—4-lbs. Gold Dragon at £2.20; 4-lbs. Old Man at £2.20	= 310 "
T-CLOTHS—8-lbs. Hand and Branch at £1.57; (damaged) Two-Boy at £1.26	= 300 "
GREY SHIRTINGS—8.4-lbs. (damaged) Tea-Box at £1.12 to 1.30; Fushun Eagle X X at £1.69 to 1.82; Red Pheasant at £1.56 to 1.58; 9.12-lbs. Fisherman at £1.86; 10-lbs. Eagle A at £1.56 to 2.24	= 1,150 "

AUCTIONS OF WOOLLENS.

KIN-MING, 14th June.	Scarlet.	Dk. Blue.	Gentian.	Lt. Gt.	Black.	Purple.	Green.	Orange.	Mauve.	Ash & Lav.	White.	Total Sales
Camlets C.P.H. p. pce. £	11.10	10.94/7	11.27/30	10.81/11.04	10.30/40	.....	9.97/9	.....	.....	.....	.....	...
Sales, pcs...	400	200	200	120	60	.....	20	.....	.....	.....	.....	1,000
" C.P.H.D. p. p. £	10.44/7	10.09	10.57/8	10.16/51	9.90	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	150	20	30	30	10	.....	.....	.....	.....	.....	.....	240
Long Ells C.P.H. p. pce. £	5.87/88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	240
Sales, pcs...	240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100
Lastings, Tiger per pce. £	.....	.....	.....	.....	9.93/5	.....	.....	.....	.....	.....	.....	204
S. Stripes C.P.H. p. yd. £	0.52.4/6	.....	0.52.2/3	0.53.7	.....	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	132	.....	48	24	.....	.....	.....	.....	.....	.....	.....	...
E-wo, 15th June.												
Camlets W.C.D. per p. £	10.13/4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
Sales, pcs...	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" L.L. per pce. £	.....	.....	10.43	.....	.....	.....	.....	.....	.....	.....	.....	20
Sales, pcs...	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	...
" F.F. per pce. £	.....	.....	.....	.....	.....	.....	.....	.....	10.56/8	.....	.....	30
Sales, pcs...	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	...
S. Stripes H.D.B. p. yd. £	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
YUEN-FONG, 16th June.												
Camlets S.S.G. p. pce. £	10.60/70	10.37 1/2 42 1/2	10.80/7 1/2	10.62 1/2	10.20	Magenta. 10.55	10.85/90	11.80/2 1/2	10.82 1/2 90	White. 0.67 1/2 72 1/2	Lavender 9.80/5	900
Sales, pcs...	390	130	210	20	10	10	30	30	20	30	20	...
" G.G. per pce. £	10.85/7 1/2	10.52 1/2	10.97 1/2	10.90	.....	.....	10.95	.....	11.15	9.97 1/2	.....	100
Sales, pcs...	40	10	10	10	.....	.....	10	.....	10	10	.....	200
Long Ells, per pce. £	5.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	252
Sales, pcs...	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
S. Stripes T.T.B. p. yd. £	0.54/54 1/2	0.54 1/2	0.54 1/2	.....	0.52 1/2	0.49	0.49 1/2	0.48 1/2	.....	0.51/51 1/2	.....	...
Sales, pcs...	132	24	60	.....	* 6	+ 6	6	+ 6	.....	\$ 12	.....	...
MISCELLANEOUS.												
Sp. Stripes, Horse p. yd. £	0.53 1/2	.....	0.54.4	.....	.....	.....	.....	.....	0.50.5	0.47.9	.....	60
Sales, pcs...	36	.....	12	.....	.....	.....	.....	.....	6	6	.....	...
" H.H. per yd. £	0.55.4	0.55.2	0.55.3	.....	.....	.....	.....	.....	.....	.....	.....	180
Sales, pcs...	90	18	72	.....	.....	.....	.....	.....	.....	.....	.....	280
Long Ells, H.H. p. pce. £	5.64	5.36	5.77/9	.....	.....	5.84	5.69	.....	.....	.....	.....	40
Sales, pcs...	140	40	40	.....	.....	40	20	.....	.....	.....	.....	...
" U.U. per pce. £	5.66/6 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60
Sales, pcs...	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
Camlets, Godiva p. pce. £	10.38/40	10.40	10.58	.....	.....	.....	.....	.....	10.52	.....	.....	80
Sales, pcs...	30	10	10	.....	.....	.....	.....	.....	10	.....	.....	...
" Eagle per pce. £	10.20	Brown. 8.39	10.20	.....	.....	.....	10.16	.....	.....	.....	.....	10
Sales, pcs...	60	.....	10	.....	.....	.....	10	.....	.....	.....	.....	...
" D.D. per pce. £	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120
Sales, pcs...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...
" U.U. p. pce. £	10.52/5	.....	10.51/60	.....	.....	.....	.....	.....	.....	.....	.....	...
Sales, pcs...	70	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	...

* 3 pcs. Purple. + 3 pcs. Brown. † 3 pcs. Magenta. § 6 pcs. Green.

STATEMENTS OF IMPORTS AND DELIVERIES OF COTTON AND WOOLLEN PIECE GOODS FOR THE WEEK ENDING 15TH JUNE, 1881.

GOODS.	Deliveries.		Imports.		Stocks as published by Shanghai Gen. Chamber of Commerce, 1st Jan., 1881.	Present Estimate.
	For the week.	From 1st Jan., 1881, to date.	For the week.	From 1st Jan., 1881, to date.		
GREY SHIRTINGS	102,980	2,216,393	83,099	2,190,000	792,414	766,021
T-CLOTHS, 32 in.	41,011	1,006,270	29,100	778,483	* 805,674	866,944
" 36 in.	10,000		26,527	379,057		
WHITE SHIRTINGS	24,927	670,909	32,994	723,104	231,167	283,362
DRILLS—English	20,980	183,615	11,055	321,623	205,198	356,796
" Dutch	900		1,500	13,590		
" American	4,200	79,202	27,735	195,595	13,590	129,983
JEANS—English	2,440	57,845	5,120	48,007	124,030	114,192
" Dutch .....	.....	590	920	5,750	4,020	9,180
" American	260	13,455	.....	25,045	6,600	10,190
SHEETINGS—English	5,670	69,285	900	77,117	63,497	71,329
" American	8,155	236,700	28,285	233,740	49,630	46,670
DYED SHIRTINGS	2,501	58,297	583	15,307	10,250	.....
" BROCADES	860	15,439	2,750	19,996	4,345	8,902
" DAMASKS	42	5,498	.....	5,651	3,407	3,560
CHINTZES	1,229	69,618	.....	68,722	51,397	50,501
PRINTED TWEELS	2,072	62,762	410	69,134	40,573	46,945
TURKEY RED SHIRTINGS	7,226	124,234	18,185	156,428	44,994	77,188
WHITE SPOTS AND BROCADES	150	1,899	.....	4,093	550	2,744
VELVETS	1,068	16,705	588	28,200	19,256	30,751
VELVETEENS	504	5,281	474	10,692	1,386	6,797
MUSLINS	837	135,422	5,163	124,170	92,386	81,134
COTTON LASTINGS	1,920	50,121	800	58,003	23,225	31,107
TAFFACHELAS	300	4,530	550	5,352	.....	.....
MOHAMMEDAN CLOTH	40	4,672	400	5,361	.....	.....
HANDKERCHIEFS	5,731	152,985	1,730	275,292	105,633	227,940
COTTON YARN	345	7,934	291	9,662	7,331	9,059
SPANISH STRIPPS	930	18,283	736	22,486	17,394	21,597
MEDIUM & BROAD CLOTHS	60	14,368	680	7,297	12,884	23,665
RUSSIAN CLOTHS	710		692	7,892	9,960	
CAMLETS	2,170	62,090	1,610	64,673	29,330	31,913
LONG ELLS	1,460	32,365	1,020	39,699	37,220	44,554
LASTINGS	1,069	38,240	1,410	50,558	13,170	25,488
" Grape .....	.....	3,879	.....	1,579	7,284	4,984
LUSTRES—Plain	50	4,370	.....	2,248	+ 2,550	428
" Figured	2,505	75,302	5,377	83,198	102,738	110,634
" Grape .....	.....	979	.....	1,811	+ 7,410	8,242

* T-Cloths were considered to be under estimated.

† These two classes look as though they were mixed.

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COMMERCIAL POSTSCRIPT.

17TH JUNE, 1881.

The P. & O. Co.'s mail steamer *Ravenna* takes about 200 bales of SILK and about 1,600 tons of TEA.

FREIGHTS.—*Craiglands*, British steamer, 710 tons, monthly charter, private terms; *Hilda*, British barque, 306 tons, Nagasaki to Shanghai, 14 lay days, \$2.65 per ton of coal; *Charley*, British barque, 359 tons, Foochow to Tientsin, 24 lay days, \$3,250, in full; *Lydia*, British barque, 376 tons, hence to Hakodate and back, private terms; *Martha*, British barque, 853 tons, Puget Sound to Shanghai, private terms; *Martha Brockelmann*, German barque, 512 tons, same voyage, private terms; *Chilton*, British steamer, Kuchinotsu to Shanghai, two voyages, \$2.60 per ton of coal; Newchwang to Swatow, 11 lay days, \$0.31 per picul; *Erl König*, German barque, 456 tons, Newchwang to Hongkong, 17 lay days, \$0.30 per picul; *Pelham*, British brig, 254 tons, Nagasaki to Shanghai, 14 lay days, \$2.50 per ton.

EXCHANGE.—On London, Telegraphic Transfers, 5s. 0gd. to 5s. 0gd. Bank Bills, 4 months' sight, 5s. 1jd. to 5s. 1gd. First-class Credits to Bank, 5s. 1jd. Private and Documentary, 5s. 1gd. On Paris, Bank, 6.38; Private, 6.48. On India, Bombay Bank, demand, Rs. 309½ to 310. Calcutta Bank, demand, Rs. 309½ to 310. On Hongkong, Bank Bills, demand, 27½ per cent. discount. Private, 15 days' sight, 27½ per cent. discount. Bullion, Gold Bars Peking, Shanghai Tls. 192 per bar of 10 Tls. Shanghai weight. Bar Silver, Shanghai Tls. 111.10 per 100 taels, Canton weight. Mexican dollars, Shanghai Tls. 73.95 per 100. Copper Cash, 1,520 per tael.

SHARES.

SHANGHAI, 17th June, 1881.

Hongkong & Shanghai Banking Corporation.—The only transaction reported is the sale of a lot at 101% premium for delivery on 31st July. We quote 98% as the equivalent rate for cash.

Shanghai Dock Co.—Shares are wanted, but there are none on offer.

Gas Shares.—Shares of both Companies are wanted.

North-China Insurance Co.—A share has changed hands at £1,100.

Union Insurance Society of Canton.—Two shares have been sold at \$1,550.

Chinese Insurance Co.—A small lot was sold at \$312.

Hongkong Fire Insurance Co.—Shares are offering at \$1,000.

China Fire Insurance Co.—Rates having declined in Hongkong, the stock is weaker here.

Shanghai and Hongkew Wharf Co.—Business is reported at £180. Shares are procurable at that rate.

Chinese Imperial Government Loan of 1878.—Bonds are wanted at £517½.

SHARES.	No.	Value.	Paid up.	POSITION PER LAST REPORT.			LAST DIVIDEND, &c.		CASH QUOTATIONS.
				Reserve.	At Working Account.	Date.	To Shareholders.	When pd. or due.	
<i>Bank.</i>									
Hongkong & Shanghai Banking Corporation	40,000	\$125	\$125	\$1,800,000	\$8,580.59	31 Dec. 80	* £1½	17 Feb. 81	98% premium.
<i>Steamer Companies.</i>									
Shanghai Steam Navigation Co. (in Liquidation)	22,500	....	....	....	\$20,346.76	31 Dec. 80	Return of T.2 on capital.	13 Oct. 80	Tls. 0.93 nominal.
China Coast Steam Navigation Co.	5,000	£100	£100	£78,932.70	£31,474.04	31 Dec. 80	* 8 %	5 Apr. 81	162 ex dividend.
Shanghai Tug Boat Association	1,000	£100	£100	....	....	....	* 2 %	2 May 81	108 ex dividend.
China Shipowners' Association	1,380	£100	£100	£4,832.44	....	31 Dec. 80	* 6 %	29 Dec. 80	100 nominal.
<i>Docks.</i>									
Shanghai Dock Co.	440	£500	£500	£4,700.00	£353.92	31 Dec. 80	* 2 %	11 Jan. 81	245
Footung Dock Co.	950	£100	£100	....	£372.81	31 Dec. 80	* 5 %	11 Jan. 81	86
<i>Gas.</i>									
Shanghai Gas Co.	1,500	£100	£100	£30,106.67	£5,527.11	31 Dec. 80	* 6 %	21 Jan. 81	140
Compagnie du Gaz	500	£100	£100	£10,286.16	£40.33	31 Dec. 80	* 6 %	7 Mar. 81	145
<i>Insurance (Marine.)</i>									
China Traders' Insurance Co., Limited	600	1,666.67	\$500	\$425,000.00	\$70,278.43	30 Apl. 80	20 %	31 July 80	1,700
North-China Ins. Co.,	1,000	£2,000	£600	£235,600.00	£251,064.91	31 Dec. 80	£75	12 April 81	1,100
Union Ins. Society of Canton	500	\$2,500	\$500	\$353,681.24	\$501,314.29	30 June 80	* 120	14 May 81	1,550
Yangtze Insurance Association	1,200	£350	£350	£500,488.61	£18,447.56	31 Dec. 80	* 6 %	28 April 81	820
Chinese Insurance Co., Limited	1,500	\$1,000	\$200	\$100,378.44	\$42,869.79	31 Dec. 80	* 6 %	10 Jan. 81	312
<i>Insurance (Fire.)</i>									
Hongkong Fire Ins. Co., Limited	2,000	\$1,000	\$200	\$761,842.00	\$226,847.81	31 Dec. 80	\$71 p. sh.	28 Feb. 81	1,000
China Fire Ins. Co., Limited	4,000	\$500	\$100	\$433,954.30	\$103,029.68	31 Dec. 80	+ 18 %	5 Mar. 81	310
<i>Miscellaneous</i>									
Shanghai & H'kew Wharf Co.	2,150	£100	£100	£20,000	£2,589.91	31 Dec. 80	* 9 %	10 Mar. 81	180
Shanghai Waterworks Co., Ltd.	5,000	£20	£10	....	....	....	First year.		£10½

LOANS.

Amount of Loan.	Nominal Value of Bonds or Debentures.	Rate of Interest.	When Payable.	Closing.
			22nd June & 31st Dec	nominal.

RANSOMES and RAPIER, Engineers.
London and Ipswich. Makers of the

ELLWAND'S

RANSOMES and RAPIER, Engineers.
London and Ipswich, Makers of the

MATERIALS and MACHINERY for

THE WOOSUNG RAILWAY; also for all kinds of

HEAVY RAILWAYS; also for

PRIVATE RAILWAYS, or

PIONEER RAILWAYS.

SPEED, TWENTY MILES an HOUR.

ENGINE, Tender, Break, and

CARRIAGE all in one.

PRICE £420.

RAILS, Sleepers, &c., £420 per mile.

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THE ORIGINAL AND ONLY GENUINE.

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLORODYNE is the best remedy known for Coughs, Consumption, Bronchitis, Asthma.

CHLORODYNE effectually checks and arrests those too often fatal diseases:—Diphtheria, Fever, Croup, Ague.

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"I have no hesitation in stating that I have never met with any medicine so efficacious as an Anti-spasmodic and Sedative. I have used it in Consumption, Asthma, Diarrhoea, and other diseases, and am perfectly satisfied with the results."

"Earl Russell communicated to the College of Physicians that he received a despatch from Her Majesty's Consul at Manila to the effect that cholera has been raging fearfully, and that the only remedy of any service was **CHLORODYNE**."—See *Lancet*, 1st December, 1864.

CAUTION.—BEWARE OF PIRACY AND IMITATION.—The public are further cautioned; a forgery of the government stamp having come to the knowledge of the Board of Inland Revenue.

CAUTION.—Vice-Chancellor Sir Page Wood stated that **Dr. J. COLLIS BROWNE** was undoubtedly the inventor of **CHLORODYNE**; that the story of the defendant, Freeman, was deliberately untrue, which, he regretted to say, has been sworn to.—See *Times*, July 10, 1864.

Sold in bottles at 1s. 1½d., 2s. 9d., 4s. 6d. and 11s. each. None is genuine without the words "**DR. J. COLLIS BROWNE'S CHLORODYNE**" on the Government Stamp. Overwhelming medical testimony accompanies each bottle.

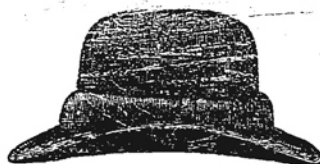
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April 19th, 1881.

ELLWOOD'S

PUNJAB



HAT.

A NEW SOFT FELT DOUBLE HAT,

With **AIR-CHAMBER**, possessing similar advantages to the Celebrated

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"So cunningly devised that the outer one fits on to the inner one in such a manner as to entirely conceal the duplicate and yet not so closely as to prevent a very free access of air between the two."—*Morning Post*, March 3, 1881.

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A NEW SOFT FELT



DOUBLE HAT,

WITH **AIR**

CHAMBER.

Possessing similar advantages to the Celebrated

ELLWOOD HELMETS.

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24th June, 1881.

ANDRÉ'S NEW VENTILATED "TERAI" HAT, EXTRA QUALITY ONLY.

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A Soft Foldable Double Hat especially suited for Sporting, Riding and Travelling.

THE MOST APPROVED SUN HAT IN INDIA.

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The "**TERAI**" HAT consists of two soft felt Wide-awakes with ventilated space between the crowns and broad brims. Can be worn single or double to suit temperature.

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27th May, 1881.

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21st Oct., 1880.